

FY 92 ANNUAL GROWTH POLICY

MONTGOMERY COUNTY, MARYLAND

STAFF DRAFT

**Prepared by
Montgomery County Planning Board
The Maryland-National Capital Park and Planning Commission**

October 1990

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FY 92 ANNUAL GROWTH POLICY

Prepared By:

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ABSTRACT

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ABSTRACT: Montgomery County Council Bill No. 11-86 established the process by which the Council provides guidance for the management of growth. In accordance with this law, the Montgomery County Planning Department has prepared this staff draft of the FY 92 Annual Growth Policy (AGP); the Planning Board will prepare its final draft for transmission to the County Executive for revision before it is submitted by the Executive to the County Council. The report includes general policy guidelines and information for growth management of the Adequate Public Facilities Ordinance by the Montgomery County Planning Board.

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Chapter 1

Overview Of The Annual Growth Policy

I. OVERVIEW OF THE ANNUAL GROWTH POLICY

1. BACKGROUND

The Montgomery County Council adopted the Adequate Public Facilities Ordinance (APFO) in 1973 as part of the Montgomery County Subdivision Ordinance. The County uses the APFO to promote orderly growth by synchronizing development with the availability of public facilities needed to support that development. The Montgomery County Planning Board administers the Subdivision Ordinance and the APFO. In April of 1986, the County Council enacted legislation which established an Annual Growth Policy for the County. Since that time, the Council has used the AGP to direct the Planning Board's administration of the County's APFO. A copy of the Adequate Public Facilities Ordinance and the Annual Growth Policy legislation can be found in Appendices 3 and 4.

2. PURPOSE

County officials use the AGP to match the timing of private development with the availability of public facilities. The timing aspect of the AGP cannot be over-emphasized. The AGP is designed to affect the staging of development, not the total amount, type, or mix of development. These latter issues are dealt with in master plans, sector plans, and the County's General Plan. The AGP has two components:

- * Identifying the need for public facilities to support private development; and
- * Constraining the amount of private subdivision approvals to those which can be accommodated by the existing and programmed public facilities that the County and other levels of government can produce in a given time frame.

The relative timing of development approval and provision of public facilities are what the APFO and the AGP are all about. The APFO mandates that the Planning Board not approve a preliminary plan of subdivision unless it finds that the public facilities in place or programmed in the first four years of the local and state capital improvements programs will be adequate to serve the subdivision, along with all other approved development. The Annual Growth Policy tests the adequacy of four types of facilities:

- * Transportation,
- * Schools,
- * Water and Sewerage Facilities, and
- * Police, Fire and Health Services.

3. TRANSPORTATION FACILITIES

Preliminary plan applications must pass two different transportation tests before they can be approved by the Planning Board.

The two tests are:

- * Policy Area Transportation Review, and
- * Local Area Transportation Review

A. Policy Area Transportation Review

In 1982, the County began using Policy Area Transportation Review to evaluate the adequacy of transportation facilities. For this test, the County currently is divided into 17 policy areas and the Group I area (rural areas). The policy area boundaries are based on physical features such as rivers, parks, and freeways and on the similarity of the transportation characteristics.

The Policy Area Transportation Review test looks at both the upstream and downstream traffic impacts of existing development and approved but unbuilt new development to determine whether there is sufficient transportation capacity to accommodate more preliminary plan approvals in a policy area. Based on this analysis, the Council each year establishes jobs and housing staging ceilings for each of the 17 policy areas. The staging ceiling is defined as the maximum amount of development, in jobs and housing units, that can be accommodated by the existing and programmed transportation facilities serving the policy area, given an assigned level of roadway congestion. A programmed transportation facility is defined as those transportation projects for which 100 percent of the expenditures for construction are scheduled to occur within the first four years of the County or state program.

The amount of roadway congestion is measured by a transportation level of service standard assigned to the policy area. The Council assigns each policy area an acceptable average level of service (LOS) standard, based on a policy that permits greater traffic congestion in areas in which greater transit availability provides an alternative mode of travel to the automobile. Thus, in areas where there is greater availability of transit, greater traffic congestion is allowed, and in areas where the availability of transit is lower, less traffic congestion is allowed. This provides for a relatively equivalent overall transportation level of service throughout the County. Currently, there are six LOS groups ranging from Group I, which has a marginal availability of transit services, (e.g., a rural area) to Group VI, which has an expanded transit system consisting of Metrorail and expanded bus service (e.g., Silver Spring CBD).

In policy areas where the amount of existing and approved development exceeds the staging ceiling set by the Council, the Planning Board may not approve any new preliminary subdivision plans, except under certain special circumstances described in sections 7 and 8 of this chapter.

B. Local Area Transportation Review

Since the mid 1970's, the Planning Board has used the Local Area Transportation Review (LATR) test to determine if the proposed preliminary plan of subdivision will cause unacceptable local traffic congestion problems at nearby critical intersections. Local Area Transportation Review is required only for subdivisions which would generate 50 or more peak hour automobile trips.

In administering the LATR, the Planning Board must not approve a subdivision if it finds that an unacceptable peak hour level of service will result after taking into account existing and programmed roads, available and programmed mass transit, and improvements to be provided by the applicant. If the subdivision will affect an intersection or roadway for which congestion is already unacceptable, then the Planning Board may approve the subdivision only if it does not make the situation worse.

There are three level of service standards for LATR based on the same theory as is used in assigning policy area level of service standards. In other words, less traffic congestion is allowed in areas with lower transit availability and more traffic congestion is allowed in areas with greater transit availability. For Group I areas (the rural areas) anything worse than local level of service D is unacceptable for LATR. For Group II to Group V Areas, a peak hour level of service worse than the mid-point of LOS E/F is unacceptable. For Group VI, the Silver Spring CBD, a peak hour local level of service of the maximum of LOS E/F is acceptable as long as the project does not create too long a queue at nearby signalized intersections.

The definition of eligible transportation projects for LATR is tighter than the definition of eligible projects for Policy Area Review. For LATR, the only programmed transportation projects to be considered available are those included in the most recent edition of the County Executive's "Approved Road Program." This document includes roads programmed in the current approved local and state capital improvements programs for which:

- * The County Executive has determined that construction will begin within two years; and
- * In the case of the County CIP, 100 percent of the expenditures for contracts have been appropriated.

4. PUBLIC SCHOOL FACILITIES

Since FY 89, the Council has tested public school capacity for the County's 21 high school clusters to determine if there is sufficient capacity to support additional preliminary plan approvals during that fiscal year. Each of the three grade levels - elementary, junior/intermediate/middle (JIM), and high school is assessed separately. The Council compares forecasted enroll-

ment in each high school cluster four years out to the capacity that is programmed in the fourth year of the CIP.

For APFO purposes, school capacity is considered adequate for a cluster if forecasted enrollment does not exceed 110 percent of the Council funded program capacity. If sufficient capacity is not available in the immediate cluster, the Council looks to see if an adjacent cluster or clusters have sufficient capacity to cover the projected deficit in school capacity for APFO purposes. If these combined clusters do not have sufficient capacity, then schools are considered inadequate for APFO purposes and the Planning Board will be unable to approve a new preliminary plan in that cluster for the next fiscal year.

5. WATER AND SEWERAGE FACILITIES

The APFO and the AGP consider preliminary plans to be adequately served by water and sewerage facilities if they are located in an area in which water and sewer service is presently available, under construction, or designated by the Council for extension of service within the first two years of a current approved Comprehensive Water Supply and Sewerage Systems Plan. Facilities are also considered adequate if the applicant either provides a community water and/or sewerage system, or meets County Health Department requirements for septic and/or well systems.

6. POLICE, FIRE, AND HEALTH SERVICES

The Planning Board considers police, fire, and health services to be adequate unless agency review and public commentary indicates that a local area problem will be generated by a new subdivision. If such evidence exists, a Local Area Review must be undertaken to determine whether facility capacity at the end of the sixth year of the approved CIP is sufficient to accommodate the demand generated by the "most probable" forecast for the same year.

7. APPROVALS ABOVE AGP STAGING CEILINGS

To balance the County's growth management policies (the APFO and the AGP) with other County policies and concerns and to protect the public interest, the Council has authorized the Planning Board to approve subdivisions above staging ceiling constraints under certain special conditions. A summary of these conditions follows.

A. Places of Worship

The Adequate Public Facilities Ordinance exempts places of worship and residences for staff, parish halls, and additions to schools associated with places of worship from all adequate public facilities tests.

B. Small Scale Development - De minimis

The Annual Growth Policy's De minimis rule allows the Planning Board to approve preliminary plans that will have minor traffic impacts, even if there is insufficient staging ceiling capacity for Policy Area Transportation Review. This exemption defines De minimis development as that which will generate fewer than 5 peak hour trips. Some examples of De minimis developments are: 4 single-family detached housing units, or 2,250 square feet of office space.

C. Small-Scale Convenience Stores

In FY 91, the County Council expanded the AGP's De minimis rule for Policy Area Transportation Review to include small-scale retail convenience uses with high pass-by trips. With this change, the Planning Board may approve a preliminary plan for not more than one small-scale convenience use, limited to a gross leasable area of no more than 3,000 square feet on one lot that: (a) generates primarily pass-by trips, and (b) provides for the needed sale of convenience goods or services to serve the immediate neighborhood. "Convenience use" means, and is limited to, an automobile filling station, or a convenience food or beverage store, or both, as defined in the zoning ordinance. It does not include a car wash as an accessory use.

D. Affordable Housing

The special ceiling allocation for affordable housing allows the Planning Board to approve, under certain conditions, preliminary plans for affordable housing in a policy area with insufficient staging ceiling capacity for Policy Area Transportation Review. These affordable housing developments, however, must pass all other public facilities tests including Local Area Transportation Review.

The development must be certified by the Housing Opportunities Commission (HOC) as having met the definition of affordable housing, and the owner of the development must enter into an agreement with HOC to maintain the occupancy requirements for at least 15 years. An affordable housing development is defined as a housing development which is either owned by the Housing Opportunities Commission or by a partnership in which HOC is the general partner; or, a privately-owned housing development in which 20 percent of the units are occupied by households at or below 50 percent of the area median income, adjusted for family size, or 40 percent of the units are occupied by households at or below 60 percent of the area median income, adjusted for family size.

For projects owned or controlled by HOC, the Planning Board may approve up to a total of 125 units in a policy area in a fiscal year. In privately owned affordable housing developments, the Planning Board may approve up to 300 units in a policy area in a fiscal year. In a policy area with both HOC owned and controlled developments and privately owned affordable housing

developments, the Board may approve a total of 300 units in a fiscal year.

E. Health Care Facility

The special ceiling allocation for health care facilities allows the Planning Board to approve a medical office building or medical or dental clinic, as permitted in the zoning ordinance, in policy areas with insufficient staging ceiling capacity for Policy Area Transportation Review. This special allocation does not include home health care agencies. The exemption requires a finding that a need exists for the proposed facility. This can be satisfied by a State certificate of need or by a Planning Board determination that a need exists for the proposed facility within the policy area due to an insufficient number of practitioners or facilities providing similar medical services.

F. Previously Recorded Lots ("Loophole" Properties)

As discussed earlier, the AGP provides guidelines to implement the Adequate Public Facilities Ordinance (APFO), which is part of the County's subdivision regulations. Since previously recorded lots have already received subdivision approval, they have traditionally been exempt from new AGP requirements. In 1989, due to increasing concern that these "loophole" properties, lots recorded prior to 1982 or recorded in conformance with a preliminary plan approved prior to 1982, had been approved under a less stringent APFO transportation test (or none at all), the Council passed Bill 25-89. This bill requires non-residential lots approved prior to 1982 to pass Local Area Transportation Review prior to building permit, but exempts them from Policy Area Transportation Review until July 2001 if they registered with the Planning Board before July 1, 1990. There are approximately 1,340 "loophole" properties covered by Bill 25-89. Previously recorded residential lots continue to be exempt from APFO controls.

8. STAGING CEILING FLEXIBILITY

The Annual Growth Policy provides an option for applications which exceed the Policy Area staging ceiling to receive preliminary plan approval if the developer commits to fully mitigate the traffic impacts of the project. Currently, there are two types of staging ceiling flexibility:

- * Full-cost developer participation; and
- * Partial-Cost Developer Participation.

A. Full-Cost Developer Participation

Full-cost developer participation allows the Planning Board to approve a preliminary plan in areas where there is insufficient staging ceiling capacity when the applicant agrees to pay for the construction of a public facility project such as a road,

or to provide the full cost of a transit, para-transit, or ride-sharing program. The public facilities project has to add as much capacity to the transportation system as the proposed development will generate. If the developer, for a period of 10 years, provides a traffic mitigation program, the program must reduce the number of peak-hour, peak-direction automobile trips by as many trips as would be generated by the proposed development.

B. Partial-Cost Developer Participation

Partial-cost developer participation allows the Planning Board to approve a preliminary plan in areas where there is insufficient staging ceiling capacity when the applicant agrees to partially fund transportation facilities needed to serve that development. It is available only for certain types of development such as: 1) projects for the expansion or consolidation of employment facilities which have specific and defined employment needs, 2) planned development projects in the town sector, planned retirement community, MXPDP, and transit station development zones, 3) projects located in the R & D Village, or 4) projects located in the Germantown Town Center. Applicants for these projects must agree to condition preliminary plan approval on a staging schedule which links building permits to the execution of specific transportation construction contracts.

Chapter 2

Growth Policy Interrelationships

II. GROWTH POLICY INTERRELATIONSHIPS

The Adequate Public Facilities Ordinance (APFO), with its staging mechanism, represents only one of many policies that the County has adopted over the years. In the Annual Growth Policy (AGP), elected and appointed officials have an opportunity to begin to balance the APFO staging policies with other adopted and stated County policies.

The Annual Growth Policy identifies geographic areas of the County where preliminary plan approvals can occur and areas where approvals will be constrained. In some cases, such constraints may interfere with other County policies. For example, a County policy to provide housing for low and moderate income families may be difficult to implement if there is no remaining housing staging ceiling capacity in many policy areas. Thus, the AGP allows affordable housing developments up to a total of 300 units per policy area to be approved in FY 91, despite any subdivision moratorium.

The major source of overall development policy in the County is in the County General Plan, "On Wedges and Corridors." Other sources include master plans, functional plans, and specific policy statements expressed in the programs and budgets carried out by County departments, offices, and commissions.

The following paragraphs provide a summary of current policies for each of eight policy elements: land use, economic, housing, transportation, community facilities, natural resources, social, and fiscal policies. For more information on each of the policies, the original sources should be consulted.

1. Land Use Policy

Land use policies affect the pattern and intensities of the uses of land for housing, business, industry, open space, public buildings and services, and education. General County land use policy includes the following:

- * Use land efficiently to prevent land waste and to decrease the cost of providing public facilities and services.
- * Achieve a balance in type and distribution of land uses that provides an environment and diversity of life styles that meets the needs and desires of County residents.
- * Direct land use in a manner that protects both private property rights and the public interest.

2. Economic Policy

Economic policies are those policies that affect economic development and employment in the County. Economic policies in the Montgomery County General Plan (1970) include the following:

- * Encourage the development of employment opportunities to provide for growth in economic opportunity, to expand our tax base, and to increase career opportunities within the County's borders.
- * Retain existing businesses in the community and minimize disruption that business relocation would cause for employees who are County residents.
- * Ensure that employment areas are provided with adequate access to a variety of modes of transportation.
- * Revitalize and encourage the development and redevelopment of the central business districts that offer retail, professional services, housing, and employment opportunities.

Office of Economic Development policies, as expressed in the FY 90 budget, include:

- * Plan for the future economic viability of Montgomery County.
- * Generate private sector investment in Montgomery County.
- * Broaden the commercial/industrial tax base.
- * Foster a favorable business climate.

3. Housing Policy

Housing policies affect the development, preservation, improvement, and cost of housing in the County to meet the needs of all socio-economic sectors. Housing policies in the Montgomery County General Plan (1970) include the following:

- * Provide land for, and encourage development of, a variety of residential types and densities which can accommodate households with different needs and incomes.
- * Protect existing housing and provide for the development of new housing within reasonable distance of workplaces, recreation, shopping, community facilities, and mass transportation.
- * Encourage the location of housing of various densities, types, and costs in proximity to most places of employment.

- * Achieve a balanced relationship between residential growth and employment opportunities within the County.

Department of Housing and Community Development and Housing Opportunities Commission policies, as expressed in the FY 90 budget, include:

- * Promote the availability of affordable housing to persons of all income levels.
- * Prepare and implement an effective strategy for addressing problems which contribute to the physical decline of residential and commercial areas.
- * Maintain fair and equitable relations between landlords and tenants.
- * Ensure that dwelling units are maintained in a safe and sanitary manner.
- * Coordinate efforts to prevent discrimination in housing.
- * Provide housing to low and moderate income families.
- * Encourage resident self-sufficiency, upward mobility, and assimilation into the community.

4. Transportation Policy

Transportation policies deal with the location, extent, and cost of existing and proposed roads, transit routes, sidewalks, bicycle paths, and parking. General County transportation policies include the following:

- * Coordinate the timing of private development with the provision of transportation facilities, sidewalks, and bicycle paths.
- * Provide convenient, accessible, and reasonably-priced mass transit opportunities so that residents have alternative ways to travel to work, school, recreation, and social events.
- * Provide an efficient system of transportation, including rapid transit.
- * Provide a balanced circulation system which most efficiently serves the economic, social, and environmental structure of the area.
- * Use transportation routes, facilities, and service to accommodate travel demand and to facilitate the orderly growth of urban areas within the context of the General Plan.

- * Provide for a more coordinated rail, bus, pedestrian, and bicycle system that is capable of shaping desirable growth patterns, serving the present population and employment centers and providing for convenient ease of transfer between transit and other modes.
- * Improve transportation efficiency so as to minimize costs to users and to reduce transportation as a cost element in the production of goods and services.
- * Provide safe transportation systems.
- * Encourage non-motorized transportation forms to support health and recreation objectives and to provide visual contrast to vehicular movement.

Department of Transportation policies, as expressed in the FY 90 budget, include:

- * Plan and develop a balanced and cost effective transportation system that satisfies the current and future needs of Montgomery County.
- * Ensure a safe, effective, and timely transportation system to meet the needs of the County.
- * Develop and implement a County traffic management plan and alternative transportation strategies.
- * Develop and implement policies and procedures to effectively maintain roads and public rights-of-way.
- * Support the comprehensive development of the Central Business Districts (CBD) and promote their economic growth and welfare by supplying a sufficient number of parking spaces to accommodate that segment of the public demand which is neither provided for by developers nor served by alternative travel modes.
- * Promote a total transportation system through the careful balance of rates and parking supply to encourage the use of the most efficient and economical transportation modes available.
- * Develop and implement parking management strategies designed to maximize usage of the available parking supply to enhance the economic development of the Central Business Districts.
- * Provide for the delivery of safe, reliable, and affordable public transportation to the residents of Montgomery County.

- * Establish the most effective mix of transit services provided by the Washington Metropolitan Area Transit Authority (WMATA), Ride-On, Paratransit services, private companies providing public transportation, the special paratransit services of non-profit organizations, vanpooling, and other ridesharing options.
- * Provide coordination among the policies and programs of the various agencies delivering transit services in Montgomery County.

5. Community Facilities Policy

Community facilities policies deal with such services as education, cultural and recreational opportunities, health care, and public safety. Community facilities policies include the following:

- * Coordinate the timing of private development with the provision of adequate public facilities including schools, libraries, and fire and police protection.
- * Make public investments in community facilities in the most efficient manner to ensure compact, orderly, urban development and maximum service.
- * Protect the County's investment in public facilities by funding public services that efficiently use building capacities and by providing adequate funds for ongoing renovation and maintenance.
- * Provide human service, recreational, and cultural facilities that are conveniently located and responsive to the diverse needs and preferences of County residents.
- * Provide equal opportunity for quality public education in all parts of the County and increase higher educational opportunities, especially through programs that respond to the needs of our growing population of scientific and technical employers.

The County's community facilities policies are evident in the activities and programs of several County agencies, including Montgomery County Public Schools, the Department of Police, the Department of Fire and Rescue Services, the Department of Recreation, and the Department of Public Libraries. These community facilities policies include:

- * Improve the academic achievement of all students.
- * Improve students' abilities to exercise responsibility for independent learning, be responsible citizens, and become effective group members.

- * Protect life and property, preserve peace and order, prevent and detect crime, enforce laws and ordinances, arrest violators, and promote safe and efficient use of public thoroughfares.
- * Prevent fires, minimize the adverse effects of fire and natural man-made disasters, and ensure timely response of emergency medical services.
- * Provide and maintain outstanding recreation facilities and services in the County.
- * Offer the opportunity to participate in leisure activities to County residents of all ages and skill levels.
- * Acquire, organize, provide access, and offer guidance to a wide variety of information, materials, and services which help to fulfill the intellectual, educational, social, cultural, community, information, and recreation needs of all people in the County.

6. Natural Resources Policy

Natural resources policies provide for the conservation, protection, development, and use of natural resources, including air, water, forests, soils, rivers, streams, lakes, wildlife, energy, and minerals. General policies include the following:

- * Provide an aesthetic and healthful environment for present and future generations.
- * Preserve and protect the County's open space and parklands.
- * Coordinate the timing of private development with the provision of sewerage and water service and other needed utilities.
- * Ensure that agriculture in the County becomes or continues as a viable land use.
- * Protect the natural environment from the consequences of growth by regulating activities which might damage soils, streams, water supply, air quality, plants, and wildlife, and by preserving agricultural and open space.
- * Further energy efficiency and promote cost-effective energy use throughout all segments of the community while maintaining efforts to meet environmental goals and guidelines.

The policies of the Department of Environmental Protection and the Soil Conservation District, as expressed in the FY 90 budget, are to:

- * Contribute to the protection of the public from unsafe and unhealthful environmental conditions.
- * Implement measures designed to preserve and enhance the quality of the natural environment.
- * Prevent the construction and occupancy of unsafe structures.
- * Provide for the transportation and disposal of solid waste in an environmentally responsible and safe manner.
- * Promote the effective management and conservation of soil, water, and related natural resources in the County.

7. Social Policy

Social policies are those which affect health and welfare activities. Other related activities, such as educational, cultural, recreational, and public safety, are addressed under the community facilities section.

The social policies of the County are not included in the General Plan, but can be found in various other documents produced by state and local agencies. These include the State Health Plan, the Health Systems and Annual Implementation Plan, the Annual Area Plan on Aging, the Action Plan for the Mentally Retarded/Developmentally Disabled, and the Action Plan for the Chronically Mentally Ill.

The County's social policies are evident in the activities and programs of several County agencies, including the Department of Health, the Department of Social Services, the Department of Family Resources, the Office of Human Relations, the Department of Addiction, Victim, and Mental Health Services, as well as other agencies and organizations such as the Community Action Board, the Commission on Children and Youth, the Commission on Handicapped Individuals, the Mental Health Advisory Committee, the Drug Abuse Advisory Council, the Alcoholism Advisory Council, and the Advisory Board on Victims and their Families.

The policies of these departments, as expressed in the FY 90 budget, are to:

- * Assure access to and provision of health services.
- * Assess local health needs and establish priorities in cooperation with the community.
- * Make available, for eligible clients, the means for meeting the basic needs of food, shelter, clothing, and protection.

- * Provide opportunities for reaching the highest possible level of self-sufficiency.
- * Provide a quality system of mental health, alcohol and drug abuse, and victim services for those persons unable to afford privately provided services or where those services are inadequate.
- * Improve the coordination of human service programs within the government and with private service providers.
- * Eliminate instances of discrimination in housing, commercial real estate, employment, and public accommodations.
- * Reduce the number of racial, ethnic, and religious acts motivated by prejudice, intolerance, and bigotry.
- * Promote harmonious human relations within the community.

8. Fiscal Policy

Fiscal policies affect the ability of the County to provide necessary facilities and services in a timely manner. The fiscal policy of the County as summarized from budget documents includes the following:

- * Balance the budget annually, including some amount of budgeted surplus each year.
- * Take no fiscal action that would be detrimental to the high credit ratings which the County now enjoys in national bond markets.
- * Increase the use of current revenues to finance capital projects, if necessary, to avoid excessive bond ratios.
- * Use revenue bonds to finance capital for self-sustaining governmental operations.
- * Charge user fees for public services where feasible.
- * Fund in a fully appropriate way all the facilities, programs, and services which the County has made a commitment to provide.
- * Control costs through prudent management.
- * Decrease dependence on the property tax by implementing minor taxes and other revenue sources and reducing tax rates.
- * Keep the increase in the average tax bill below the rate of inflation.

- * Build the assessable tax base through balanced growth in private sector employment and housing development.

Chapter 3

FY 92 Annual Growth Policy Issues

III. FY 92 ANNUAL GROWTH POLICY ISSUES

The County Council, in adopting the FY 91 Annual Growth Policy (AGP), asked the Planning Board and the Executive to collect data and analyze eight issues for the FY 92 AGP. This section of the draft Annual Growth Policy report discusses this work to date.

1. COMPREHENSIVE REVIEW OF THE STRUCTURE OF POLICY AREAS

The Council requested a comprehensive review of the structure of policy areas with priority given to "conforming existing policy areas with City of Rockville and Gaithersburg boundaries, where appropriate, and the creation of smaller policy areas around Metrorail stations using existing sector plan boundaries." It was believed that these Metro station policy areas would help the County to stage development near mass transit sooner, provide some additional development capacity for housing and possibly jobs, use more effectively the County's investment in the Metro-rail system, and reduce average automobile travel and dependency.

As requested by the Council, the Planning Board used the criteria outlined in the FY 91 AGP to restructure the policy areas. These criteria are:

- * Conform to current policy area boundaries where possible,
- * Keep the structure as simple as possible,
- * Conform to city boundaries,
- * Make policy areas more sensitive to the presence of transit, and
- * Minimize differences in transportation characteristics within policy areas.

In restructuring policy areas, the Planning Board addressed the following five issues.

- * What boundaries should be used for the Gaithersburg and Rockville city policy areas?
- * What should be done with the fragments of the current Gaithersburg East, Gaithersburg West, and Rockville policy areas if the cities are carved out into their own policy areas?
- * What boundaries should be used for the Metrorail station policy areas?
- * What approach should be used in setting staging ceilings for the Metrorail station policy areas?
- * What approach should be used in Local Area Transportation Review in the Metrorail station policy areas?

Each of these issues is discussed below.

A. What boundaries should be used for the Gaithersburg and Rockville city policy areas?

The Planning Board reviewed the following three alternative boundaries for the Gaithersburg and Rockville city policy areas:

- a. Use existing city boundaries,
- b. Use the maximum expansion limits (MEL), or
- c. Use existing city boundaries, except where cities are expected to annex properties in the near future or where County regulated land is surrounded by city regulated land.

Recommendation

Based on a review of advantages and disadvantages of each alternative as presented in Appendix 6, the Board recommends alternative c for the city policy areas.

Under alternative c, the new policy area for the City of Gaithersburg would encompass all land within the current incorporated limits of the City of Gaithersburg and a handful of parcels controlled by County land use regulations but totally surrounded by city controlled land (holes). Because the Planning Department has no easy way to separate the holes from the rest of the area in the transportation analysis, the Board recommends these areas be grouped with the city policy area. These holes include IBM, the National Institute of Science and Technology, London Derry Apartments, Hoyles Addition, and Rosemont.

The new City of Rockville policy area would include most of the current Rockville policy area and a small part of the Potomac and Gaithersburg East policy areas. It would include all land within the current corporate limits of the City of Rockville and Fortune Parc. The City of Rockville informed Planning Department staff in May that "the City expects to annex the property (Fortune Parc) at some point in time. We are currently discussing the details of a development proposal with Fortune Parc, and feel confident that a plan can be developed which will be acceptable to the City, County, neighbors, and the developer." Since this property could be annexed in the near future, it makes sense to draw the policy area boundary anticipating this change.

B. What should be done with the fragments of the current Gaithersburg East, Gaithersburg West, and Rockville policy areas if the cities are carved out into their own policy areas?

If new policy areas are created for the County's two largest cities, a number of fragments will be left over which are part of the Gaithersburg East, Gaithersburg West, and Rockville policy areas. While some of these fragments could easily become part of

the neighboring traffic zones and policy areas (e.g., Aspen Hill, North Bethesda, and Potomac), there are a number of larger fragments which border Group I areas, areas currently without transportation staging ceilings. Map 1 identifies these fragments using names developed by the Planning Department. Because of time constraints, there was no community participation in selecting these new policy area names. If through the AGP public hearing process, better names surface, the Board encourages the Council to give them consideration. The Planning Board recommends the following policy area structure for dealing with these four large fragments.

1. *The R & D Village.*

The R & D Village is a 3.2-square mile fragment of the current Gaithersburg West and Rockville policy areas. The R & D Village encompasses the Life Sciences Center, the Washingtonian, the 180-acre Crown Farm, the 150-acre Banks Farm (Johns Hopkins University), the 270-acre Thomas Farm, and Traville. The Planning Board reviewed the following three alternatives for dealing with this fragment:

- a. Create a new policy area for the R & D Village.
- b. Create a new policy area for the R & D Village and the area called North Potomac, combined.
- c. Make the R & D Village part of the Group I area.

Recommendation

After reviewing the advantages and disadvantages of these three alternatives, the Board recommends alternative a, the creation of a new policy area for this area. This recommendation is consistent with the Shady Grove Study Area Master Plan Amendment recently adopted by the Council in July 1990. The R & D Village has much greater development potential, a different land use pattern, and a higher level of transit service than the Group I area. While the current availability of transit in the R & D Village is similar to North Potomac, it is anticipated that major improvements will be made in the future. The Planning Department's "Corridor Cities Transit Easement Study", the "Statewide Commuter Assistance Study", and the recently adopted Shady Grove Master Plan Amendment call for significant transit improvements in this area.

2. *North Potomac.*

This 10.5-square mile fragment encompasses the outer areas of the current Gaithersburg West policy area including Quince Orchard, Seneca Creek State Park, and part of Muddy Branch Park. The Planning Board reviewed the following four alternatives for dealing with this fragment:

- a. Create a new policy area called North Potomac for the area, which includes the remainder of the existing Gaithersburg West policy area other than the R & D Village.
- b. Create a new policy area called North Potomac, add the Travilah Quarry, and modify the southeast boundary to remove some of the rural RE-2 zoned parcels south of Boswell Lane. Include these RE-2 zoned parcels in Darnestown/Travilah, a Group I area.
- c. Create one policy area for the area called North Potomac and the R & D Village.
- d. Make the North Potomac area part of the Group I area.

Recommendation

The Planning Board recommends alternative b for this area. Because the area called North Potomac has a lower level of transit service and development potential than the R & D Village, but a higher level of transit service and development potential than the Group I area, the Board recommends this area become a new, separate policy area. The Board also recommends that this new policy area include the Travilah Quarry (I-2 zoned parcels) and include only a minimal number of RE-2 zoned parcels. The quarry has more in common with North Potomac than with Darnestown/Travilah from both a land use and transportation perspective. The RE-2 zoned parcels south of Boswell Lane should be grouped with Darnestown/Travilah because of the predominance of RE-2 zoning in Travilah.

3. *Montgomery Village/Airpark.*

This 9.8-square mile fragment of the current Gaithersburg East policy area encompasses the Montgomery County Airpark and the communities of Montgomery Village, Flower Hill, Stewartown, and Pratherthertown. It is bounded on the northwest by Great Seneca State Park, on the southeast by Gaithersburg-Laytonsville Road, and on the southwest by the City of Gaithersburg. The Planning Board reviewed three alternatives for this area including:

- a. Create a new policy area for Montgomery Village/Airpark.
- b. Combine Montgomery Village/Airpark with the Derwood/Needwood/Washington Grove area.
- c. Make Montgomery Village/Airpark part of the Group I area.

Recommendation

The Planning Board recommends alternative a. The Board believes this fragment should be carved out into a new policy area, rather than becoming part of the Group I area of Goshen and

Rock Creek, where there are no staging ceilings. This area has different land use characteristics than Derwood/Needwood/Washington Grove and the Group I area. It has greater transit availability than the Group I area, and less than Derwood/Needwood/Washington Grove.

4. *Derwood/Needwood/Washington Grove.*

This is a 7.5-square mile fragment of the Gaithersburg East and Rockville policy areas. It includes the Needwood Golf Course and the communities of Derwood, Emory Grove, Washington Grove, and part of Redland. It is bounded to the southeast by Rock Creek Regional Park, to the west by the City of Rockville, and to the northwest by the City of Gaithersburg. The Planning Board reviewed the following four alternatives for this area:

- a. Create a new policy area for Derwood/Needwood/Washington Grove.
- b. Combine Derwood/Needwood/Washington Grove with Montgomery Village/Airpark.
- c. Make Derwood/Needwood/Washington Grove part of the Group I area.
- d. Combine Derwood/Needwood/Washington Grove with Rock Creek or part of Rock Creek and adopt a staging ceiling for the combined area.

Recommendation

The Planning Board recommends alternative a. The Board believes this area should be carved out into a new policy area, rather than added to the Group I area, where there is no staging ceiling. This area has different land use characteristics than Montgomery Village/Airpark and the Group I area. It has significantly greater transit availability than either of these two other areas, largely because of the presence of the Shady Grove Metrorail station.

The Planning Board's recommendations for dealing with all these fragments would result in three additional policy areas. What are now the Gaithersburg East, Gaithersburg West, and Rockville policy areas would be divided into a total of six policy areas in addition to the Shady Grove Metrorail station policy area. The staging ceilings for these four new areas have been calculated in a similar manner historically used to calculate policy area staging ceilings.

C. **What boundaries should be used for the Metrorail station policy areas?**

In the FY 91 AGP, the Planning Board and the Executive recommended that new policy areas be created for eight Metrorail station areas including Forest Glen, Friendship Heights,

Grosvenor, Nicholson Lane/White Flint, Shady Grove, Takoma Park, Twinbrook, and Wheaton. In addition, it was recommended that the Silver Spring and Bethesda CBDs continue to be policy areas. Because Montgomery County already has so many other geographic units for planning (17 policy areas, 20 master plan areas, about 15 sector plan areas, 27 planning areas, 246 traffic zones, and 160 census tracts), the Board recommended against creating another geographic unit type and decided to use existing sector plan area boundaries where possible. Because there is no sector plan for the Metrorail station area at the National Institutes of Health and because it is a government campus, the Planning Board does not recommend the creation of a new policy area for this area.

Recommendation

The Planning Board reviewed the sector plan boundaries and believes that most provide a useful boundary for the AGP. The Board recommends that adopted sector plan area boundaries be used for seven of the ten Metrorail station policy areas. For the remaining three areas, the Board recommends an alternative boundary as described below:

1. Friendship Heights.

The adopted Sector Plan (1974) for this area does not have an official boundary. In preliminary work on the Friendship Heights Sector Plan Amendment, the Planning Department defined an area which may be used for the comprehensive Sector Plan Amendment. The Board recommends that this be the Friendship Heights policy area boundary. It includes all properties within the Friendship Heights CBD, the GEICO property, Somerset House, the Saks Fifth Avenue parking lot, and the Chevy Chase parking lot.

2. Silver Spring CBD.

The adopted Sector Plan (1975) includes some areas which are now part of the North Silver Spring Sector Plan and some areas which are expected to become part of the Western Silver Spring Sector Plan. The Board's recommended AGP boundary for this area coincides with the official CBD boundary and the Sector Plan boundary in the 1990 Preliminary Draft Silver Spring CBD Sector Plan Amendment. If this boundary is used now, it will eliminate the need to change the policy area boundary when the Silver Spring CBD Sector Plan Amendment is adopted.

3. Shady Grove.

The adopted Shady Grove sector plan area (1977) includes some 2,900 acres and is too large to serve as an area within walking distance of the Metrorail station. The Planning Board recommends the Shady Grove Metrorail station policy area include redevelopable land around the Metro station and the 440-acre King Farm.

Using these recommended boundaries, the approximate size of each of the Metrorail station policy areas would be:

Bethesda CBD	438 acres
Forest Glen	362 acres
Friendship Heights	123 acres
Grosvenor	255 acres
Nicholson Lane	239 acres
Shady Grove	1,030 acres
Silver Spring	375 acres
Takoma Park	48 acres
Twinbrook	109 acres
Wheaton	489 acres

In reviewing these sector plans, the Board also learned that some sector plan area boundaries may shift slightly in the future, as sector plan and master plan amendments are adopted. While the Board believes AGP boundaries should reflect current sector plan boundaries, the Board recommends that AGP boundaries should not necessarily be changed every time the Council adopts a sector plan or master plan amendment. These boundaries should be reviewed periodically for the AGP, and changes proposed only when appropriate.

The restructuring of the policy areas with the new city boundaries, the fragments, and the Metrorail station policy areas increases the total number of policy areas from the current 17 to 28. It also increases the total number of traffic zones from 246 to 281. Map 1 shows the new proposed policy areas and new traffic zones. Appendix 7 presents detailed maps of all the policy areas.

The Planning Department believes that the addition of many of these traffic zones will improve the County's ability to plan for these areas and will enhance the TRAVEL model's ability to simulate travel behavior patterns more accurately.

D. What approach should be used in setting staging ceilings for the Metrorail station policy areas?

Because many of these sector plan areas are small and contain few roads, the Planning Board has less confidence in the model's ability to reliably estimate the average level of service in these areas. Thus, the Board recommends using a different approach for determining staging ceilings for these areas than is used in determining staging ceilings for the current policy areas. The Board has reviewed three conceptual approaches for determining Metrorail station policy area staging ceilings which are described below.

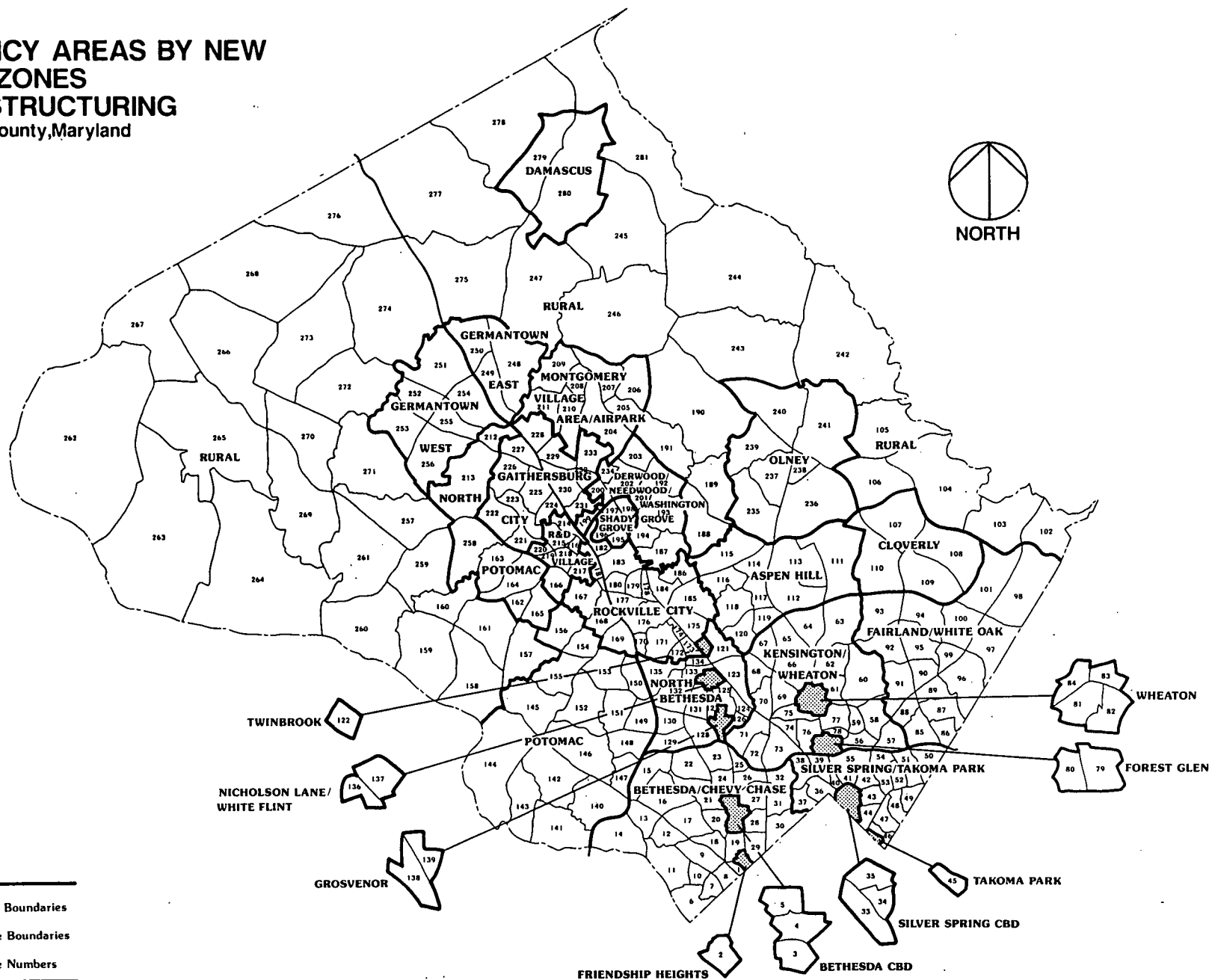
1. Make a Policy Decision to Allow Approval of a Given Number of Housing Units and a Limited Amount of Retail in Each Metrorail Station Policy Area.

Using this simple approach, the Council would allow a given number of housing units to receive preliminary plan approval within each Metrorail station policy area each year. This would

MAP 1

NEW POLICY AREAS BY NEW TRAFFIC ZONES WITH RESTRUCTURING

Montgomery County, Maryland



be similar to the AGP's current Special Ceiling Allocation for Affordable Housing, but would allow market rate units to receive approval in areas within walking distance of Metrorail stations.

With this approach, the County would be concerned more with the policy to provide additional housing opportunities near Metro stations than with trying to restrain the growth in congestion and maintain a given average transportation level of service standard in the surrounding policy area. While the Planning Board would count housing units approved under this proposal in measuring the average level of service for the larger surrounding policy areas, the staging ceilings in the surrounding policy areas would not be reduced to compensate for the increased development in the Metrorail station policy area. With this approach, it would be possible to have more traffic congestion in the surrounding policy areas than would currently be permitted under the adopted average level of service standards. The location of housing in proximity to Metro and employment locations, however, would be expected to change some travel behavior and lessen the net effect on congestion.

This approach should not be used for jobs, other than to allow limited local retail or mixed use opportunities which are associated with residential development. The need for additional employment related development is currently not sufficient to allow congestion to exceed both the amount associated with the adopted transportation level of service standard for the current policy areas and the amount allowed by the staging limits in some of the approved sector plans.

2. Set Transportation Staging Ceilings for Jobs and Housing Using the TRAVEL Model to Measure the Impact on Surrounding Policy Areas.

Using the TRAVEL model, the Planning Department would test alternative housing and jobs staging ceilings in the Metrorail station policy areas to determine their effect on the average level of service standard for the surrounding policy areas. For example, what effect would the staging ceiling for the Shady Grove Metrorail policy area have on the Derwood/Needwood/Washington Grove policy area?

Most likely, the Planning Department would start with a number somewhat less than the zoning ceiling for the Metrorail station policy area and run the model to see what the average level of service would be for the adjacent policy areas. If the level of service was more congested than the adopted standard, the staging ceiling would be reduced and tested in the TRAVEL model. This iterative process would continue until an acceptable transportation level of service was attained for the surrounding policy areas.

In Metrorail station policy areas where the sector plan provides a staging limit, this number would be used as the staging ceiling (e.g., Bethesda CBD) until this sector plan is amended.

Because this approach would be more accurate than the first approach in terms of geography and in measuring development's effect on the transportation average level of service and the amount of congestion, it could be used to set staging ceilings for both housing and jobs. Because smaller geographic areas are carved out around Metro stations, this approach will help the TRAVEL model be more sensitive to the proximity of development to mass transit and would possibly allow more development than is allowed under our current policy areas.

This would be consistent with the current approach used to set policy area transportation staging ceilings for the AGP. It would also provide a consistent methodology for setting ceilings for each Metrorail station area, something which the Planning Board's Legal Department recommends.

3. *Modify the Policy Area Structure Now but Rely on Future Sector Plan Amendments to Set Annual Growth Policy Transportation Staging Ceilings for Jobs and Housing for the AGP.*

With this approach, the Council would create Metrorail station policy areas for the FY 92 AGP, but would not set a staging ceiling for each area unless the adopted sector plan already provides a staging element (e.g., Bethesda CBD). Staging ceilings for these areas would be established and adjusted incrementally as part of comprehensive master plan or sector plan amendments.

This approach would offer a more detailed, and perhaps accurate analysis of transportation facilities for these areas and would rely on a lot of hand analysis similar to what is done for a cordon analysis. Most likely, the method used to analyze the adequacy of transportation facilities would resemble the method used for the Wheaton CBD Sector Plan Amendment or for the Silver Spring CBD Sector Plan Amendment.

One of the disadvantages of this approach is that there would only be one Metrorail policy areas with staging ceilings for the FY 92 AGP. Because this work could not be done outside the framework of a master plan or sector plan amendment, it would take several years to complete. The work under way for North Bethesda, and about to begin for the Bethesda CBD and Friendship Heights, could include determining staging ceilings through the master plan or sector plan. But the Council is not expected to act on the North Bethesda Master Plan Amendment until after the FY 92 AGP is adopted, and it will be several years before the Bethesda CBD and Friendship Heights sector plans are adopted. At this time, several of these areas, including Forest Glen, Shady Grove, and Takoma Park, are not scheduled for review. In addition, the Council recently approved the Wheaton CBD Sector Plan Amendment in June 1990 without a staging element.

A second disadvantage of this approach is that the staging ceilings would not be responsive to changes in capital programming, development patterns, and transportation technologies.

Generally, the life of a master plan or sector plan has been at least ten years. Thus, the staging ceilings for these Metrorail station policy areas would not change over a long period, unless a sector plan was amended. The Shady Grove Sector Plan is an example of a sector plan which had to be amended two times in four years to modify its staging limitations.

Recommendation

After carefully reviewing these three alternatives, the Planning Board recommends alternative 2. This alternative provides the Council with staging ceilings which can be adopted in the FY 92 AGP, helps to ensure that traffic congestion does not exceed the approved level of service standards, and provides the most consistency. If at a later date, when additional sector plans are reviewed and it is determined that more restrictive or different staging elements are needed, these could be provided by the sector plan.

E. What approach should be used in Local Area Transportation Review?

The AGP uses two tests to determine if transportation facilities are adequate. The first is a policy area transportation review that is applied to each of the policy areas during the adoption of the AGP or consideration of staging ceiling flexibility changes. Depending upon the group classification of each area, based on transit availability and use, different average level of service standards for the roadway network for that entire policy area are used as the measure of adequacy (see the related discussion in Section 7B below).

The second test is Local Area Transportation Review (LATR), which looks at the Critical Lane Volume (CLV) of nearby intersections as the test of adequacy. At the present time, LATR standards vary throughout the County in much the same way as policy area standards vary. For those areas more dependent upon a well-functioning roadway network, less local roadway congestion is acceptable, while for areas more dependent upon transit availability and use, more local roadway congestion is acceptable. Thus, for Group I areas, those most dependent upon an acceptable level of service (LOS) on the roadway network, the LATR standard requires that an intersection not be more congested than LOS D (a CLV of 1450). For Group II through Group V areas, the LATR standard is LOS mid-E (a CLV of 1525). For Group VI areas, those with the best transit availability and use, the LATR standards allow congestion of up to LOS E/F (a CLV of 1600) and if more congestion than that is anticipated, a queuing analysis is performed. (See Section V of the Board's adopted LATR Guidelines.) Currently, the Silver Spring CBD is the only Group VI policy area.

Potential Modifications to LATR Standards County-wide

The Council's request to consider increasing the number of groups of transportation level of service so as to be more sensitive to transit could also be interpreted as a request to see

if there are ways in which the LATR procedures can be made more sensitive to transit availability. In that spirit, the Board might consider an additional refinement to the LATR standards.

Instead of setting the same critical lane volume (CLV) standard of 1525 for all Group II through Group IV areas (in the present six group classifications), this LATR standard might be refined to establish a CLV standard of 1500 for Group II and III policy areas and a CLV standard of 1550 for Group IV and V policy areas. In a nine group classification, this standard might be refined to establish a CLV standard of 1500 for Group II through Group IV, and a CLV standard of 1550 for Group V through Group VIII policy areas. This would allow slightly less local traffic congestion in areas with less transit availability and slightly more local traffic congestion in areas with more transit availability. Other variations that would define the LATR standard in somewhat different ways could be considered.

Potential Modifications to LATR Standards for Metrorail Station Policy Areas

If new policy areas are established for Metrorail areas, the appropriate LATR standards for these areas will need to be determined. Even if the restructuring of the policy areas provides for increased policy area staging ceilings in these Metrorail station areas, it is likely that individual development cases in a number of policy areas would have difficulty meeting current LATR standards. Therefore, if some additional development capacity is to be provided in these Metrorail station areas in the short term, more flexible LATR standards and guidelines may be needed. Listed below are six different approaches for possible LATR standards for Metrorail station areas:

1. *Continue Current Standards.* Continue to use a CLV of 1,525 for the LATR within Metrorail station areas. This would continue to make it very difficult for a preliminary plan to be approved in these areas, even if staging ceiling capacity is available, since that level of local congestion already exists at many intersections near the Metrorail stations, and mitigating improvements are not readily available.
2. *Require LATR Only for Intersections Outside Metrorail Station Policy Areas.* Eliminate a LATR requirement for intersections within the Metrorail station policy area but require a LATR for intersections outside the Metrorail station area that are affected by the proposed development. This would still make it difficult for an application to meet the LATR standards, since there are many locations where making intersection improvements would negatively impact on nearby residential and commercial development. Intersections within the Metrorail area would continue to become more congested, both for local and through traffic that may or may not be destined for another area of the County. That has the potential of creating delays at some locations within Metrorail policy areas.

3. *Require LATR Only for Intersections Outside Metrorail Station Policy Areas and Require Site Traffic Mitigation.* This would be the same as Number 2 above except that each application in the Metrorail station policy area would be required to provide an extensive traffic mitigation program that would offer major incentives to non-auto access to the development. These programs could require other off-site improvements such as sidewalks, bicycle paths or lanes, and secure bicycle parking to improve local pedestrian, bicycle, and bus access to the site as well as to the Metrorail station. These actions, if successful, would reduce the impact of the proposed subdivision's traffic but the intersections might still become more congested than allowed under current LATR standards.
4. *Use Some Elements of the Silver Spring CBD Approach.* Most of the Metrorail areas do not have a local roadway network as extensive as that of the Silver Spring CBD, which has a well-developed grid system and alternate routes around the CBD. Therefore, the Silver Spring CBD approach is probably not completely transferable to the new Metrorail areas. However, an approach similar to the one used for the Silver Spring CBD could be established. This could include elements such as: 1) a special study of the intersections and other transportation elements of each Metrorail station policy area, conducted by the public agencies possibly in conjunction with a master plan, 2) the establishment of a voluntary transportation management association, 3) parking charges for long-term parking at existing and new development throughout the policy area, and 4) a program that enhances access and circulation improvements for transit, ridesharing, pedestrian, and bicycle facilities. The LATR standard for both within and outside the Metrorail station policy areas should be set as part of the special study. Until that time, the current LATR standards should be used.
5. *Use Most Elements of the Silver Spring CBD Approach.* Build on the Silver Spring CBD experience and establish one or more transportation management districts in the various Metrorail station policy areas, with expanded powers to deal with both transit and roadway improvements. As referenced in Approach No. 4 above, the public agencies would conduct a special study of the intersections and other transportation elements both within and outside each Metrorail station policy area, possibly in conjunction with a master plan. It may be desirable for individual developments to pay a pro-rata share of the cost of these improvements, and non-roadway elements of the program. MCDOT would be responsible for constructing and operating needed transportation improvements, after determining the most appropriate timing and scope, and would design those best suited to all the anticipated development. It still would be necessary to determine the appropriate LATR standards for both within and outside each Metrorail station policy area as part of each special

study. Until that time, the current LATR standards should be used. However, with this approach the resources from several proposed subdivisions could be pooled to implement the most efficient improvements to meet the overall needs of the area.

6. *Focus Local Area Transportation Review in Metrorail Station Policy Areas on the Adequacy of Public Facilities for Walking, Cycling, and Public Transportation.* The Metrorail station policy areas are those parts of the County with the most potential for attaining significant levels of walking, cycling, and public transportation use. This approach would: (1) eliminate the requirement for LATR intersection capacity analysis (both inside and outside the Metrorail policy area) for any development located in a Metrorail policy area; (2) require a new type of LATR to assess the adequacy of pedestrian, bicycle, and public transportation access to the Metrorail areas; (3) establish mandatory transportation management districts in the various Metrorail policy areas, with authority to deal with pedestrian, bicycle, transit, HOV, road, and parking programs and improvements, (4) require that all new developments in Metrorail policy areas comply with minimal mode share objectives and participate in trip reduction programs to ensure that new developments are more oriented to access by walking, cycling, public transportation, and ridesharing, and less oriented to access by single passenger automobiles.

This approach to LATR would permit intersections to become more congested than current LATR standards, but would offset this congestion by improving the level of service for pedestrians, cyclists, and transit users in the area and increasing the number of people using these modes. By actively managing and increasing the non-auto driver mode shares to Metrorail station areas, total traffic congestion levels in these and surrounding areas could, in theory, be held at close to current LATR standards.

Recommendation

The Planning Department's preliminary recommendation is that the approach described in Paragraph 5 offers the best overall solution for Local Area Transportation Review in the Metrorail station policy areas. In the North Bethesda area, the study of needed improvements could be integrated into the on-going work on the North Bethesda Master Plan. Much of the basic transportation system information will be available from this study in the next few months. An overall plan of improvements also allows for integration of bus and HOV access into intersection planning, giving these modes priority if necessary. One result of the study of needed improvements could be a recommendation that increased vehicle delay is an acceptable cost of allowing additional development near Metrorail stations.

2. JOB APPROVALS BY MUNICIPALITIES

During the worksessions on the FY 91 AGP, the Council expressed "concern that substantial approvals of jobs in the cities of Rockville and Gaithersburg can undermine the General Plan goal of a balance between jobs and housing." As of September, the development pipeline County-wide had a jobs/housing ratio of 3.1, compared to about 6.1 in the City of Gaithersburg, 12.5 in the City of Rockville, 4.4 in the I-270 Corridor, and 6.4 in Bethesda/Chevy Chase. About 31 percent of the County's jobs pipeline and less than 12 percent of the housing pipeline are located in the cities of Gaithersburg and Rockville.

The Council requested that discussions be initiated with the Mid-County Planning Committee to develop a cooperative approach toward achieving this General Plan goal. Representatives from the cities of Gaithersburg and Rockville, Montgomery County Planning Board staff, and the Executive Branch of Montgomery County met on September 12, 1990 to discuss this issue.

The municipal officials recognized the County's concern but made the following points:

* Although it makes sense to try to balance jobs and housing County-wide, it does not follow that jobs and housing should be balanced for each policy area in the County. Some areas, particularly the more rural areas, will favor housing and some areas, such as the central business districts and the corridor cities, will favor jobs. Because both Gaithersburg and Rockville are corridor cities, it should be expected that they would favor jobs.

* The cities of Gaithersburg and Rockville are already centers of employment. They are located in the I-270 Corridor and are well served by transit. They believe that additional job approvals by the cities close to transit is consistent with the General Plan goal of concentrating development in urban centers along the corridor.

* Both cities recognize the importance of affordable housing. In fact, Rockville recently adopted ordinances for MPDUs and accessory apartments. The median price of a house in both Gaithersburg and Rockville is less than the County median.

* From a fiscal perspective, both cities seek job approvals to increase their property tax base and to help balance the cost of providing needed services to existing and future households.

* Although both cities continue to approve housing projects, (e.g., Gaithersburg recently approved the second phase of the Kentlands with 780 housing units and Rockville approved 335 units at 1900 Chapman Avenue), the supply of residentially zoned vacant land is limited. Because of this limitation, city approvals probably will continue to favor jobs.

3. DEVELOPER PARTICIPATION IN GERMANTOWN

The Council asked to be "briefed on private contributions to fund or construct improvements to MD 117, MD 118, and Father Hurley Boulevard, after the affected property owners or developers have reached agreement."

The Planning Department is not aware of any significant movement on this issue since adoption of the FY 91 AGP. The Department is still waiting for a revised agreement that responds to the concerns raised after review of the initial draft. During November and December, the Planning Department will evaluate the proposed road improvements (MD 117, MD 118, and Father Hurley Boulevard) to determine the amount of development capacity they would provide.

4. REVIEW OF TRAFFIC MITIGATION PROGRAMS

The Council has asked the Planning Board to review traffic mitigation programs in the County. In response to that request, the Planning Department has formed a Traffic Mitigation Issues Group to review traffic mitigation programs. This group has 18 members and consists of civic leaders, developers, transportation planning professionals, and attorneys. They met for the first time in October 1990. This group will work with the Planning Department staff to develop guidelines for traffic mitigation programs. Some of the issues this group will address are:

- * How effective have the programs been?
- * Should applicants be required to meet their goals before or after occupancy?
- * Are ten-year program durations appropriate?
- * Is it appropriate to add jobs and housing to the staging ceilings, even if the programs have limited duration?
- * What should be done when successful mitigation programs are terminated by the developer after ten years?
- * Should the County continue these programs?

5. PIPELINE INFORMATION

The Council asked the Planning Board to provide information which identifies the impact on the pipeline of approvals in subdivision moratorium areas. The Annual Growth Policy authorizes the Montgomery County Planning Board to approve plans above the staging ceilings under the special ceiling allocation for affordable housing and health care facilities, the De minimis rule, and ceiling flexibility for developer participation. In addition, "loophole" projects (developments on lots recorded prior to 1982)

Table 1

HOUSING APPROVALS IN SUBDIVISION MORATORIUM AREAS
NUMBER OF UNITS

January 1, 1990 - September 27, 1990

Policy Areas	De minimis	Trip Mitigation	Developer Partici- pation	Affordable Housing Ceiling Allocation	Queue Management	Sewer Approvals	Cities	Totals
Aspen Hill	10	0	0	0	0	0	0	10
Cloverly	13	220	0	0	0	0	0	233
Damascus	2	0	0	0	0	0	0	2
Fairland/White Oak	21	0	0	188	0	0	0	209
Gaithersburg West	1	0	0	0	0	0	0	1
Germantown West	0	0	0	204	0	0	0	204
North Bethesda	0	0	0	0	0	0	0	0
Totals	47	220	0	392	0	0	0	659

NON-RESIDENTIAL APPROVALS IN SUBDIVISION MORATORIUM AREAS
NUMBER OF JOBS

January 1, 1990 - September 27, 1990

Policy Areas	De minimis	Trip Mitigation	Developer Partici- pation	Queue Management	"Loophole"	Cities	Public Buildings	Totals
Bethesda CBD	0	0	0	0	223	0	0	223
Cloverly	0	0	0	22	0	0	70	92
Fairland/White Oak	30	0	0	0	0	0	0	30
Gaithersburg East	0	46	67	0	210	1,249	0	1,572
Gaithersburg West	0	0	0	0	0	38	0	38
Germantown West	0	0	0	0	568	0	0	568
North Bethesda	4	0	0	0	47	0	0	51
Olney	8	0	0	10	0	0	0	18
Rockville	0	0	0	2,034	0	1,958	0	3,992
Silver Spring/Tak. Pk.	9	6	0	0	0	0	0	15
Totals	51	52	67	2,066	1,048	3,245	70	6,599

Source: Montgomery County Planning Department, Research Division, October 8, 1990.

and municipal approvals (Gaithersburg, Poolesville, and Rockville) have been added to the pipeline. The Planning Board's quarterly reports now provide detailed information on these approvals.

A total of 659 housing units and 6,599 jobs were approved in subdivision moratorium areas through the third quarter of calendar year 1990. This amounts to about 14 percent of the total number of housing approvals and about 84 percent of job approvals for this period. About 60 percent of the housing approvals in subdivision moratorium areas were based on the special ceiling allocation for affordable housing and about 33 percent were based on trip mitigation programs. About 49 percent of the job approvals in moratorium areas occurred in the cities of Gaithersburg and Rockville and another 16 percent were "loophole" projects. Table 1 presents a summary of this information by policy area.

6. OPTIONAL METHOD INFORMATION

The Council asked the Planning Board to identify optional method projects approved in CBD zones during calendar year 1990 with a description of allowable densities, amenities to be provided, and the impact on the pipeline. The information for all of calendar year 1990 will be developed for inclusion in the Planning Board's quarterly report for October - December 1990.

7. STAGING CEILINGS

A. Evaluation of Counting the Fifth Year of the CIP for Housing

The Council requested that "an evaluation should be made of the Productivity Housing Technical Committee recommendation that calculation of housing staging ceilings consider projects where 100 percent of the funds have been appropriated in the first five years of the CIP." The Planning Department has reviewed the committee's recommendation and recommends that the fifth year not be counted for two reasons.

First, this is really an academic question for the FY 92 AGP. In the currently approved FY 91-96 CIP, there are no new transportation projects having 100 percent of their expenditures for construction scheduled by FY 96. This means that if the CIP stays on schedule there will be no new projects in the fifth year of the anticipated FY 92-97 CIP. Thus, counting the fifth year would result in no additional staging ceiling capacity for FY 92.

Second, given the local, national, and international fiscal situation and the uncertainty regarding revenue sources, the Planning Department recommends against counting the fifth year. Typically, projects in the outer years of the CIP are less certain with respect to both cost and scheduling. In light of last year's road project deferrals and deletions, such as MD 118 Relocated, Veirs Mill Road, Twinbrook Parkway, Germantown Montgomery Village Connector, and Watkins Mill Road Extended, the Planning Department believes the fifth year should not be counted for APFO purposes because it is too uncertain.

If despite these concerns, the Council determines that it wants to count the fifth year for housing, the Planning Board could explore two alternatives for future years when there is new transportation capacity in the fifth year. First, the Board could count all the new capacity becoming available in the fifth-year and allocate it all to housing. This, however, would mean that in the following fiscal year, when those CIP projects move into the fourth year, there would be no new staging ceiling capacity for jobs. If this policy of allocating all new fifth year capacity to housing were continued in the future, it would mean current job staging ceilings would be frozen indefinitely.

The second alternative would be to count all the new transportation capacity becoming available in the fifth year, allocate it to both housing and jobs, but only make it available to housing in that year. The jobs allocation could be reserved for the next fiscal year.

B. Review of the Desirability of Increasing the Number of Average Level of Service Groups so as to be More Sensitive to Transit or HOV Lanes.

1. *Quantifying Chart 1, the Level of Service Chart*

During the Council's worksessions on the FY 91 Annual Growth Policy, several Council members were interested in quantifying the transit service characteristics listed in Chart 1 of the AGP. That Chart is given here for ease of reference. In response to this request and to assist in reviewing the option of increasing the number of groups of average level of service, the Planning Department has developed the following discussion.

Chart I uses words to distinguish among levels of transit service available to the public. Chart 1 portrays three different kinds of transit systems, comprising five transit types, as follows:

- * Auto-dependent systems:
 - Park-and-ride access
- * Bus-based systems:
 - Community and local bus service
 - Regional park-and-ride express bus and HOV priority
- * Fixed Guideway systems:
 - Commuter rail and light rail
 - Metrorail

There are many possible measures of transit availability and use that distinguishes among different levels of transit service.

CHART 1: CORRESPONDENCE BETWEEN TRANSIT AVAILABILITY AND AVERAGE LEVEL OF SERVICE STANDARDS

Average Level of Service Standards	Group Classifications	Public Transport Alternatives to Automobile Travel	Transit Services Available or Programmed				
			Auto Dependent System	and/or	Bus Base Systems	and/or	Fixed Guideway Systems
			Park/Ride Access	Community and Local Bus Service	Regional Park/Ride Express Bus and High Occupancy Vehicle Priority Systems	Commuter Rail or Light Rail	Metrorail
*	I	Marginal	Marginal access to stations or bus routes outside of the area	Not available	Not available	Marginal amount of the area is within walk access	Not Available
\overline{C}	II	Limited	Limited number of park/ride spaces	Limited coverage and frequency	Limited park/ride spaces or lots with local bus service	Limited park/ride access and walk access	Park/ride and kiss/ride access limited to nearby stations outside of the area
$\overline{C/D}$	III	Moderate	Moderate number of park/ride spaces, limited kiss/ride service	Moderate coverage, service limited to policy frequencies	Moderate express bus service in conjunction with a system of park/ride lots	Moderate parking or walk access with system transfers	Moderate station coverage in the area with associated feeder access
\overline{D}	IV	Frequent	Moderate park/ride spaces and moderate kiss/ride service	Moderate coverage, combined policy and frequent demand-based service	Priority treatment for frequent express buses, local circulation feeder services in conjunction with a system of park/	Same as Group III above	More dense spacing of stations and bus routes
$\overline{D/E}$	V	Full	Limited park/ride with full reliance on kiss/ride access	Full area coverage and a large number of routes with frequencies based on demand	Same as Group IV above	Same as Group III above	Full frequency and full reliance on kiss/ride, easier walk and bicycle access
*	VI	Expanded	Expanded park/ride with reliance on kiss/ride access	Expanded bus frequencies; 100 buses in PM peak	Same as Group IV above	Same as Group III above	Designated CBD; controlled parking; Transportation Mgmt. District

* See Text of the Recommended FY 90 AGP for Methods and Standard of Measuring Traffic.

Source: Montgomery County Planning Department.

Staff has investigated several for which there are both observed data as well as the ability to estimate future values for those measures. Chart 1A is a potential revision to Chart 1 which quantifies transit service measures. Five such representative quantification measures are shown in the columns numbered 1 through 5. Staff also has used other measures to quantify transit services which will be described in supporting documentation.

Chart 1A adds new information to Chart 1 by showing ranges of numerical values for each transit group classification and for each quantification measure. It should be noted that Chart 1A clarifies some of Chart 1's narrative descriptions of transit service. It should also be pointed out that for an area to be classified as having a particular level of transit service, it is not necessary to fall within the ranges of values for each measure. Rather, the Planning Department has used these ranges to score each area on the various measures. Those scores are then combined into an overall measure that characterizes each area as belonging to a group for existing and programmed transit.

These measures generally characterize the word description in each of the five columns. For example, Column 2 shows average bus frequency and the average number of buses per hour on all streets with bus service in a policy area, weighted by the length of each street with bus service. The values for the average bus frequencies, when arrayed numerically, give an overall range and distribution. That, in turn, is used to define appropriate breakpoints into ranges along the measurement scale.

It should be noted that Chart 1 includes only one number; it relates to the bus frequency measure. That number of 100 buses in the PM peak hour in Chart 1 is a somewhat different measure of bus frequency than the one proposed in Chart 1A. The number 100 in Chart 1 refers to the total of all the buses serving an area and it is derived by adding up the hourly frequency of each of the routes serving a policy area. The measure of Chart 1A is an average of the frequencies on the routes serving an area.

Quantifying these measures generally have confirmed the current policy area level of service assignments. The following lists level of service assignments for Scenarios 2 and 3. The order of listing within each of the group classifications indicates increasing transit availability and use.

CHART 1A: QUANTIFICATION OF THE CORRESPONDENCE BETWEEN TRANSIT AVAILABILITY AND AVERAGE LEVEL OF SERVICE STANDARDS

Average Roadway Level of Service Standards	Group Classifications	Public Transport Alternatives to Automobile Travel	Transit Services Available or Programmed				
			Auto Dependent System	and/or	Bus Based Systems	and/or	Fixed Guideway Systems
			Park/Ride Access	Community and Local Bus Service	Regional Park/Ride Express Bus and High Occupancy Vehicle Priority Systems	Commuter Rail or Light Rail	Metrorail
			Representative Quantification Measures**				
			1. Number of Park/Ride Spaces Allocated	2. Average Bus Frequencies in AM Peak Hour on Combined Routes (Buses per hour)	3. Number of Parking Spaces in Fringe Parking Lots	4. Average Frequency of Commuter Rail in AM Peak Hour (Trains per hour)	5. Average Frequency of Metrorail in AM Peak Hour (Trains per hour)
*	I	Marginal	Marginal access to stations or bus routes outside of the area	Not available	Not available	Marginal amount of the area is within walk access	Not Available
C	II	Limited	Limited number of park/ride spaces	Limited coverage and frequency	Limited park/ride spaces or lots with local bus service	Limited park/ride access and walk access	Park/ride and kiss/ride access limited to nearby stations outside the area
			100 to 500	2 to 3.5	100 to 500	3 to 6	0
C/D	III	Moderate	Moderate number of park/ride spaces, limited kiss/ride service	Moderate coverage, service limited to policy frequencies	Moderate express bus service in conjunction with a system of park/ride lots	Moderate parking or walk access with system transfers	Moderate station coverage in the area with associated feeder access
			500 to 1000	3.5 to 5	500 to 2250	6 or more	0 to 15

D	IV	Frequent	Very good number of park/ride spaces and moderate kiss/ride service	Moderate coverage, combined policy and frequent demand-based service	Priority treatment for frequent express buses, local circulation feeder services in conjunction with a system of park/ride lots	Same as Group III above	More dense spacing of stations and bus routes
			1000 to 1500	5 to 8	More than 2250		15 to 35
D/E	V	Full	Substantial park/ride with full reliance on kiss/ride access	Full area coverage and a large number of routes with frequencies based on demand	Same as Group IV above	Same as Group III above	Full frequency and full reliance on kiss/ride, easier walk and bicycle access
			1500 to 2250	8 to 10			More than 35
*	VI	Expanded	Expanded park/ride with reliance on kiss/ride access	Expanded bus frequencies;	Same as Group IV above	Same as Group III above	Designated CBD; controlled parking; Transportation Management District

- * See Text of the Adopted FY91 AGP for Methods and Standard of Measuring Traffic
 ** Other measures are also used in the quantification; see supporting documentation

Source: Montgomery County Planning Department
 October, 1990

Level of Service Assignments
(Scenarios 2 and 3)

Group II: Limited

North Potomac
Damascus
Cloverly
Potomac
R & D Village
Germantown East
Germantown West
Montgomery Village/Air Park
Olney

Group III: Moderate

Aspen Hill
Fairland/White Oak
Gaithersburg City
Derwood/Needwood/Washington Grove

Group IV: Frequent

Rockville City
Kensington/Wheaton
North Bethesda

Group V: Full

Bethesda-Chevy Chase
Silver Spring/Takoma Park

One of the challenges of the policy area restructuring is to establish a consistent way of assigning the new policy areas to an appropriate group classification. Staff's work on quantifying transit service has resulted in changing one of our earlier recommendations on level of service assignments. This quantification indicates that the new R & D Village policy area is more appropriately classified as a Group II area than as a Group III area. Therefore, the staging ceiling estimates for Scenario 2 and Scenario 3 reflect the R & D Village being classified as a Group II area.

Each of the five quantification measures shown in Chart 1A, as well as other measures that have been used, represent measurement scales of continuous sets of numbers. The break points that establish the ranges shown in Chart 1A are a matter of judgment. Other break points are possible and feasible. In essence, if this approach is recommended by the Board and adopted by the Council, these measures and the range of values along each measurement scale would become one of the key variables in the AGP process. In that regard, it should be pointed out that there is an important benefit to quantifying transit availability and use. It provides a much improved basis upon which to make a determination that a particular policy area has reached a higher classification when significant transit and other non-auto-oriented capital or operating improvements are programmed.

2. *Increasing the Number of Groups of Transportation Level of Service*

The Council asked that "in conjunction with the effort to restructure policy areas, there should be continued review of the desirability of increasing the number of groups of Average Level of Service to be more sensitive to transit and HOV lanes." The following discussion responds to that request. It shows that it is desirable to increase the number of groups of transportation level of service. The increase in groups would make the AGP more sensitive to smaller changes in the availability and use of transit due to programmed capital and/or operating improvements. Over time, it also would result in a closer match between actual and acceptable average congestion conditions in each policy area.

The transportation level of service standards defined by Chart 1 and Chart 1A are based on differences throughout the County in two items: 1) the availability of transit service and use, as compared with 2) average levels of roadway congestion. As described in the AGP, the transportation level of service standards are based on a policy that it is appropriate to permit roadway congestion in areas in which greater transit availability provides an alternative mode of travel. The roadway average level of service standards are shown in the first column of the charts while the overall public transport alternatives to automobile travel (transit use, ridesharing, bicycling, and walking) are given in the third columns.

From a policy perspective, the most important point of Chart 1 and Chart 1A is that this is a way for County officials to better assure that there is an equivalent overall transportation level of service available to residents and workers throughout the County. To the extent that the Annual Growth Policy gives guidance to the capital and operating investments in public transportation facilities, these charts enable County officials to provide greater equity to different areas throughout the County in the expenditure and investment of public funds.

The group classifications shown in each of the rows of the charts recognizes that, within this overall equivalence, some areas are more transit-oriented and some areas are more roadway-oriented with respect to their transportation facility and travel behavior characteristics. From a land-use planning or transportation planning perspective, there is no best number of rows (i.e., groups) that is most appropriate for these charts. Rather, the number of rows and group classifications should be determined by policy and administrative convenience for administration of the Adequate Public Facilities Ordinance (APFO).

It is important to note that there have already been three different sets of numbers for level of service groups for policy area review. The Planning Board originally proposed four groups in 1979. When the Board went through the public hearing process in 1981 to administratively adopt the first Comprehensive Planning Policies Report, a fifth group was defined. In 1987, when

CHART 1B: QUANTIFICATION OF THE CORRESPONDENCE BETWEEN TRANSIT AVAILABILITY AND AVERAGE LEVEL OF SERVICE STANDARDS FOR NINE GROUPS

Average Roadway Level of Service Standards	Group Classifi- cations	Public Transport Alternatives to Automobile Travel	Transit Services Available or Programmed				
			Auto Dependent System	and/or	Bus Based Systems	and/or	Fixed Guideway Systems
			Park/Ride Access	Community and Local Bus Service	Regional Park/Ride Express Bus and High Occupancy Vehicle Priority Systems	Commuter Rail or Light Rail	Metrorail
			Representative Quantification Measures**				
			1. Number of Park/Ride Spaces Allocated	2. Average Bus Frequencies in AM Peak Hour on Combined Routes (Buses per hour)	3. Number of Parking Spaces in Fringe Parking Lots	4. Average Frequency of Commuter Rail in AM Peak Hour (Trains per hour)	5. Average Frequency of Metrorail in AM Peak Hour (Trains per hour)
*	I	Marginal	Marginal access to stations or bus routes outside of the area	Not available	Not available	Marginal amount of the area is within walk access	Not Available
Mid C	II	Very limited	Very limited number of park/ride spaces 100 to 250	Very limited coverage and frequency 1 to 3	Very limited park/ride spaces or lots with local bus service 100 to 250	Very limited park/ ride access and walk access 1 to 3	Very limited park/ride and kiss/ride access to stations outside the area 0
High C	III	Limited	Limited number of park/ride spaces 250 to 500	Limited coverage and service limited to policy frequency 3 to 4	Limited park/ride spaces with local bus service 250 to 500	Limited park/ride access and walk access 3 to 4	Park/ride and kiss/ride access limited to nearby stations out of the area 0
C/D	IV	Moderate	Moderate number of park/ride spaces, limited kiss/ride service 500 to 750	Moderate coverage, some demand-based frequency 4 to 5	Moderate express bus service in conjunction with a good system of park/ride lots 500 to 1000	Moderate park/ride or walk access 5 to 6	Station coverage in adjacent areas with associated bus feeder access 0

Low D	V	Good	Good number of park/ride spaces, moderate kiss/ride	Moderate coverage and service frequencies	Good express bus service in conjunction with a very good system of park/ride lots	Good park/ride or walk access with system transfers	Station in area with good park/ride access
			750 to 1000	5 to 6	1000 to 1500	6 or more	0 to 10
D	VI	Frequent	Very good number of park/ride spaces and moderate kiss/ride service	Very good coverage, combined policy and frequent demand-based service	Priority treatment for frequent express buses, local circulation feeder services in conjunction with a substantial system of park/ride lots	Same as Group V above	More than one station and with frequent bus feeder routes
			1000 to 1500	6 to 8	1500 to 2250		10 to 12
High D	VII	Very Frequent	Substantial number of park/ride spaces and kiss/ride service	Very good coverage and very frequent service	Priority treatment for very frequent express bus in conjunction with a very substantial system of park/ride lots	Same as Group V above	Several stations with very frequent trains and feeder buses
			1500 to 2250	8 to 10	More than 2250		12 to 15
D/E	VIII	Full	Very substantial park/ride with full reliance on kiss/ride access	Full area coverage and a large number of routes with frequencies based on demand	Same as Group VII above	Same as Group V above	Full frequency and full reliance on kiss/ride, easier walk and bicycle access
			2250 to 3000	More than 10			15 to 20
*	XI	Expanded	Expanded park/ride with reliance on kiss/ride access	Expanded bus frequencies;	Same as Group VII above	Same as Group V above	Designated CBD; controlled parking; Transportation Management District

* See Text of the Adopted FY91 AGP for Methods and Standard of Measuring Traffic
 ** Other measures are also used in the quantification; see supporting documentation

the Council adopted the first Annual Growth Policy (for FY 88), they incorporated that five-group classification. Later in 1987, as part of the AGP Amendment for the Silver Spring CBD, a sixth group was defined. These changes over time have resulted in the six group classifications of Chart 1.

Another important feature of Chart 1 is the specification of the correspondence between 1) the categorization of the availability of public transport alternatives to automobile travel with 2) the average level of service on the roadway network. In the above discussion of quantifying transit service in Chart 1, those specified correspondences do not change. However, in considering changing the number of groups, it also is necessary to specify changes in the correspondence between public transport service and average roadway congestion, as discussed below.

Chart 1B presents a proposal for a nine-group classification, along with a corresponding quantification of transit services similar to that of Chart 1A. Simply put, the change between Chart 1A and Chart 1B is the addition of three new groups, one between: a) Group II and Group III, b) Group III and Group IV, and c) Group IV and Group V. No changes are proposed to either the current Group I or Group VI other than to reorder the number sequence so that Group VI in the current system would be a Group IX in the nine-group system.

Three modifications to the chart are needed to accommodate these three new groups. First, the nomenclature used to identify each of the resulting nine groups, the third column of the chart needs to be changed. Second, new narrative is needed to go along with each new row of the Chart and, of necessity, the narrative in several of the other rows of current Chart 1 needs to be modified. Third, it is necessary to identify corresponding average roadway level of service standards for each of the new rows and any modifications to the other rows. These standards which are shown in the first column of the Chart will change somewhat with the increased number of groups. For example, the new Group III is termed as being a "high LOS C" in order to distinguish it from the value of new Group II of "mid LOS C" and that of the new Group IV of "LOS C/D". To have equal gradations the average level of service measure between each of the new group classifications, there was a slight shifting in the values from those assigned to the current group classifications. The net effect would be to allow marginally more congestion in the current Group II areas, marginally less congestion in the current Group IV and V areas, and no change in the current Group III areas.

Increasing the number of level of service groups may require the reclassification of some of the policy areas. That is because transit service, not being uniform across each group, will result in some areas being categorized in a higher or lower group than that proposed for Scenarios 2 and 3. As an example, if the level of transit service in a particular area would change the

area from a current Group III to a new Group V, Chart 1B would indicate that a greater level of highway congestion would be acceptable (LOS D instead of C/D). That in turn would result in raising the staging ceiling for that area in Scenario 4 compared to Scenario 3. The opposite effect of lowering the staging ceilings could also occur with this approach. This factor, coupled with the situation described in the preceding paragraph, results in there being different staging ceilings proposed in Scenario 4 compared to Scenario 3.

The Planning Department quantified transit availability in Chart 1B using the same five measures as in Chart 1A. As with Chart 1A, measures to quantify transit service and assign each of the policy areas to appropriate groups. That more detailed measurement is discussed in supporting documentation. Chart 1B also gives a specific range of numerical values by group for each of the five quantification measures. Again, it should be pointed out that for an area to be classified as having a particular level of transit service, it is not necessary to fall within the ranges of values for each measure. Rather, the Planning Department has used these ranges to score each area on the various measures. Those scores were then combined into an overall measure that characterizes each area as belonging to a group for existing and programmed transit.

Quantifying transit service measures has resulted in an assignment of each policy area to the new group classifications associated with Chart 1B and Scenario 4. The policy areas are listed below in groups in order of increasing transit availability. This order is somewhat different than that associated with Chart 1A given in the preceding section.

Level of Service Assignments
(Scenario 4)

Group II: Very Limited

North Potomac
Damascus
Cloverly

Group III: Limited

Potomac
R & D Village
Olney
Germantown East
Germantown West

Group IV: Moderate

Montgomery Village/Air Park
Aspen Hill
Fairland/White Oak
Gaithersburg City

Group V: Good

Derwood/Needwood/Washington Grove

Group VI: Frequent

Rockville City

Group VII: Very Frequent

Kensington/Wheaton
North Bethesda

Group VIII: Full

Bethesda-Chevy Chase
Silver Spring/Takoma Park

Much of the previous discussion on quantifying Chart 1A also apply to Chart 1B. Quantifying transit service measures provides for a consistent way of assigning policy area level of service groups. It also provides an improved way of determining whether a particular policy area has reached a higher group classification when significant transit and other non-auto-oriented capital or operating improvements are programmed. Quantifying transit availability is desirable. It provides a more objective basis for policy makers and the public to identify various non-highway improvements that would correspond to a potential change in the transportation level of service grouping and would provide additional staging ceiling.

Recommendation

The Planning Department recommends the Council adopt this nine-group classification for transportation level of service standards.

The main advantage of the nine-level grouping compared to the six-level grouping is that it makes the AGP and the setting of staging ceilings more sensitive to changes in transit availability and use. Thus, it might be more feasible to effectuate an area shifting from one group to a higher group through an investment in a transit project that is of a smaller scale than that which would be required under the current six-level classification. This recommendation would meet the objectives requested by the Council to explore the desirability of increasing the number of groups of transit level of service so as to be more sensitive to the provision of transit and/or HOV improvements.

8. GERMANTOWN TOWN CENTER

The Council requested that there "be continued review of the desirability and feasibility of creating separate categories of jobs ceilings for retail and office employees." The Planning Department has reviewed this request and believes that it would add too much complexity to the Annual Growth Policy and would probably not help to reduce the staging ceiling deficit in Germantown.

First, in setting staging ceilings, the Planning Department already differentiates between employment types (i.e., office, retail, industrial, and other) and housing types (i.e., single-family and multi-family) when the existing base of development and the pipeline are tested in the TRAVEL model. The only part of the gross ceiling which does not have a specific job type is the net remaining capacity. At this time, County-wide, this accounts for only about 4 percent of the gross staging ceiling. In Germantown, the base and the pipeline are greater than the adopted staging ceiling. Therefore, because the job mix is known for the entire staging ceiling, the Planning Department has already fully differentiated among the four job types in Germantown.

Second, it would require the Planning Department to obtain more detailed information on square footage by land use type for the existing base of development. Currently, the Parcel File, the County's land data base maintained by the State Tax Assessor, does not provide square footage information by use for mixed used buildings. Consequently, retail space is undercounted, particularly in the central business districts, because it sometimes is located on the ground floor of an office building.

Third, it would require the Council to continually determine the appropriate mix of employment by type in determining the policy area staging ceilings. This could be a difficult, complex, and very time consuming task and might require detailed market studies for each of the policy areas.

Rather than add this layer of complexity to an already complex process, the Council may want to consider reserving a certain number of jobs for retail, similar to what is done in the Silver Spring CBD. This could be done only in areas where

there is a positive net remaining capacity, however. At this time, Germantown West does not have any remaining capacity so the Council would be unable to reserve any capacity for retail jobs.

Planning Department staff have previously investigated other options for creating additional transportation capacity for the Germantown Town Center. The Council, in adopting the FY 91 AGP, added the Germantown Town Center as an area that is eligible for partial cost developer participation. This option has not been used as yet. The only other alternative that might be feasible at this time is establishment of the Town Center as a separate policy area, similar to the approach used with the Metro station policy areas. The basis for this approach in Germantown would be the Marc station located there. If the Town Center was created as a separate policy area, the remainder of Germantown West could be combined with Germantown East. The creation of a new policy area may be difficult to do now, however, given the small area involved and the current level of transit service. The possibility of creating additional development capacity would be much greater once the Corridor Cities Transit Easement is implemented. If the Board desires, staff can investigate this option further during the coming year.

Recommendation

The Planning Department recommends that a separate category not be created for retail jobs.

9. OTHER AGP ISSUES

In working on the FY 92 AGP, the Planning Department has identified two other issues.

1. FY 92 AGP Resolution clarifications
2. Base update changes and office employee multiplier

A. FY 92 AGP Resolution Clarifications

The Planning Department has not yet modified the AGP resolution to accommodate the proposed policy area restructuring. The following summarizes some changes the Planning Department believes are needed without a restructuring. Once the Planning Board has made some decisions regarding the restructuring, staff will make the appropriate changes to the resolution.

1. Local Area Transportation Review

The Planning Department recommends three changes to the section on Local Area Transportation Review, Section I, A, (2).

- a. Currently in the FY 92 AGP, Local Area Transportation Review has two different names, Local Area Transportation Review and Local Area Review. The resolution also refers to the analysis for assessing the adequacy of police, fire, and health and public

schools as local area review. To avoid confusion and improve consistency, staff recommends that the words "Local Area Review" for transportation facilities be changed to "Local Area Transportation Review."

b. Clarify the requirement for Local Area Transportation Review in Section A, (2) by changing the words "more than 50 peak hour automobile trips" to "50 or more peak hour automobile trips." This would make this language consistent with the Planning Board's LATR guidelines. It also is the way the Planning Board historically has interpreted this requirement. If for policy reasons, it is determined that the Planning Board should only require LATR for plans generating 51 or more trips, the language in the AGP resolution could stay the same and the Planning Board could modify its guidelines.

c. Update the reference to when the most current Local Area Review guidelines were adopted. The Planning Board just adopted new guidelines on October 4, 1990. The date in the FY 91 resolution is December 21, 1989.

2. *Allocation of Staging Ceiling to Preliminary Plans of Subdivision*

With the adoption of the new LATR guidelines, the Planning Board changed the requirements for a complete preliminary plan application. Under the previous guidelines, all applications were required to include a traffic study to be considered complete, even if the policy area was in a subdivision moratorium. To reduce unnecessary paperwork and to lessen development costs, the Planning Board changed the LATR rules to require all applications to submit a transportation statement to determine whether and when a traffic study must be submitted. In areas where there is staging ceiling capacity, the application must include a traffic study before the application is complete and becomes part of the official queue. In areas where there is insufficient staging ceiling capacity, the applicant only is required to submit a transportation statement to be considered complete and become part of the queue.

The transportation statement must include detailed information on development plans including the number of housing units by type, the number of square feet by specific type of use, and the estimated number of morning and evening peak hour vehicle trips.

This change in Local Area Transportation Review guidelines requires the following minor changes to the AGP resolution:

a. Change the words in Section I, A, (1), (h) "updated traffic study" to "a traffic study."

b. Delete the words in Section I, A, (1), (h), (iv), (1) "and which includes a traffic study."

Staff also recommends the following additional changes for clarification.

c. Change the words in Section I A, (1), (h), (ii) (4) from "staff *should not reschedule* a hearing on the application unless the applicant requests one" to "staff *will not schedule* a hearing on application unless the applicant requests one."

d. Change the words concerning expiration of queue date in Section I A, (1), (h), (iii) (1) (a) "6 months after the queue date if there is sufficient staging ceiling capacity for the entire project on the queue date and the Planning Board has not *scheduled* the application for action" to "6 months after the queue date if there was sufficient staging ceiling capacity for the entire project on the queue date and the Planning Board has not *approved the application or granted an extension of the queue date (see below.)*"

e. Clarify that more than one extension for governmental delay may be granted by changing the words in Section I, A, (1), (h), (iii) (2) from "The Planning Board may grant up to a 6-month extension of a queue date" to "The Planning Board may grant one or more 6-month extensions of a queue date."

f. To avoid taking all extensions to the Planning Board, add to Section I, A, (1), (h), (iii), (2) the words "Planning Board staff may grant one 6-month extension of a queue date for Health Department approval of individual sewage disposal or wells. Any additional queue date extensions for Health Department approval may only be granted by the Planning Board." This would allow Planning Department staff to grant one 6-month extension for Health Department approval. Because Health Department approvals can take a long time, staff does not want to overburden the Planning Board with routine extensions.

3. Miscellaneous

The Planning Department recommends two additional changes to the AGP resolution.

a. In Section I, delete the reference to the Shady Grove West portion of the Gaithersburg Vicinity Master Plan in the sentence "More restrictive guidelines can be found in the Friendship Heights Sector Plan, the Silver Spring Sector Plan, the Grosvenor Sector Plan, and the Nicholson Lane Sector Plan." The Shady Grove Master Plan Amendment no longer contains a staging element.

b. Update the remaining capacities for the Silver Spring CBD in Section I, A, (1) (b).

B. Base Update Changes and Office Employee Multiplier

1. Base Update

As budgeted in the FY 89 and FY 90 budgets, the Planning Department conducted a two-year update study of the base of housing and employment capacity. This work involved using improved

computer mapping techniques to more accurately assign a geographic location to land data and improving the accuracy of the County's land data administrative records, the Parcel File. The Maryland State Tax Assessor provides the Parcel File to the Planning Department.

As a result of this work, the Planning Department has determined that the 1989 base numbers should be adjusted County-wide from about 278,000 households to about 273,500 households, a change of less than two percent. The base of employment capacity of buildings should be adjusted from about 394,900 jobs to about 398,800 jobs, a change of about one percent. Because the assignment of a geographic location is now more accurate, there have been some shifts in the policy area distribution of these households and employment capacities. The most notable changes were in Kensington/Wheaton and Rockville for employment capacities and in Gaithersburg East and Germantown West for housing.

Recommendation

The Planning Department recommends that these adjustments to the base numbers not affect the net ceilings and the net remaining capacities. Despite these adjustments to the base, the traffic on the County's roadways has not changed and the County should continue to allow for a similar level of development.

2. *Employee Multiplier*

The base update study also involved analyzing office employee multipliers in Montgomery County for the period 1984 to 1989. As a result of this analysis, it was discovered that the average office employee multiplier is closer to 225 sq. ft. per job than to the 200 sq. ft. per job that is currently used in the the six down-County policy areas. Because of this change in a key variable, the pipeline declines in the following policy areas as listed below:

Pipeline Changes from Multiplier Change

<u>Policy Area</u>	<u>Jobs Pipeline with 200 sq. ft.</u>	<u>Jobs Pipeline with 225 sq. ft.</u>
Bethesda CBD	4,133	3,734
Bethesda Chevy Chase	1,069	1,054
Kensington-Wheaton	404	369
North Bethesda	7,789	7,117
Silver Spring CBD	10,471	9,859
Silver Spring/Takoma Park	1,048	974

Recommendation

The Planning Department recommends that these pipeline adjustments result in there being more remaining capacity in these six policy areas.

Chapter 4

FY 92 Staging Ceiling Recommendations

IV. FY 92 STAGING CEILING RECOMMENDATIONS

1. TRANSPORTATION STAGING CEILINGS

A. Current FY 91 Transportation Staging Ceilings

The FY 91 adopted ceilings provide positive net remaining capacity in 12 policy areas for housing and 8 policy areas for jobs as of September 27, 1990. Five policy areas have a negative net remaining capacity for housing and 9 have a negative net remaining capacity for jobs. Since the Council adopted the FY 91 AGP, one policy area, Olney, has entered a jobs subdivision moratorium. The following lists policy areas in a subdivision moratorium under FY 91 staging ceilings. As of September 27, 1990, there is remaining staging ceiling capacity for 15,060 housing units and 20,065 jobs.

Policy Areas with Negative Remaining Capacity
Under the FY 91 Ceilings
(Pipeline as of September 27, 1990)

No Approvals for Housing

Aspen Hill
Cloverly
Damascus
Fairland/White Oak
Germantown West

No Approvals for Jobs

Cloverly
Fairland/White Oak
Gaithersburg East
Gaithersburg West
Germantown West
North Bethesda
Olney
Rockville
Silver Spring/Takoma Park

B. FY 92 Transportation Staging Ceilings

For the past two years, the Planning Board has presented two staging ceiling scenarios in the final draft AGP as follows:

Anticipated Ceiling Scenario

Ceilings based on transportation projects which have 100 percent of their construction expenditures programmed within the first five years of the currently approved CIP or CTP. This assumes all transportation projects in the capital programs stay on their approved schedule. It just moves the fifth year of the current fiscal year's CIP and CTP into the anticipated fourth year of the new fiscal year's programs.

High Ceiling Scenario

Ceilings based on transportation projects which have 100 percent of their construction expenditures programmed within the first six years of the currently approved CIP or CTP. This assumes that transportation projects are completed at a faster

pace than now scheduled in the approved CIP. It moves forward both the fifth and sixth years of the current fiscal year's capital programs into the anticipated fourth year of the new fiscal year's programs.

This year, because of the policy area restructuring and because of anticipated fiscal limitations, the Planning Board looked at four staging ceiling scenarios as described below. All four scenarios assume the advancement of the fifth year of the CIP and CTP into the anticipated fourth year (anticipated ceiling). Given the current fiscal situation and because no additional transportation projects become available in the current sixth year, this report does not include a high ceiling scenario. The restructuring of policy areas and changes in level of service groups cause the scenarios to have different staging ceilings.

1. *Scenario 1: Current Policy Areas and Current Procedures*

Of the four scenarios presented in this report, Scenario 1 is the most similar to the adopted FY 91 AGP. This scenario shows the anticipated FY 92 staging ceilings without the restructuring of the policy areas.

a. Transportation Network

Scenario 1 ceilings are based on transportation projects which have 100 percent of their construction expenditures programmed within the first five years of the FY 91-96 CIP, the FY 90-95 CTP, and the Rockville CIP. This scenario assumes all transportation projects in the CIPs and CTP stay on their approved schedule. It just moves the fifth year of the current year's capital programs into the anticipated fourth year of the new fiscal year's programs. This transportation network (road program) stays the same in each scenario.

The following roadway construction projects increase the anticipated FY 92 staging ceilings above those adopted in FY 91:

- * Widening of New Hampshire Avenue
- * Widening of West Ritchie Parkway
- * Construction of Chapman Avenue.

b. Policy Area Structure

Scenario 1 uses the existing policy area structure, which consists of 17 policy areas.

c. Level of Service Standards

This scenario uses the current adopted LOS standards, which consist of six groups.

d. Road Assignments

All road assignments to policy areas remain the same as in the adopted FY 91 AGP.

e. Staging Ceiling Recommendations

The Planning Department recommends that the transportation improvements described below increase staging ceilings in Scenario 1 by a total of 3,500 housing units and 5,000 jobs. These additions, however, would allow only 2,500 more housing units and 1,500 more jobs to be approved. The rest of the additional capacity goes toward reducing current staging ceiling deficits in four policy areas.

The following summarizes staging ceiling changes and the Planning Department's recommended allocation of new FY 92 capacity to housing and jobs by policy area. Tables 2, 3, and 4 show these staging ceiling increases and their effect on policy area net remaining capacities.

* Cloverly. The construction of two additional lanes to New Hampshire Avenue from near Good Hope Road to MD 198 and the realignment of Briggs Chaney Road and Norwood Road increases the housing staging ceiling by 500. Despite this increase, Cloverly remains in a subdivision moratorium for both housing and jobs.

* Fairland/White Oak. The construction of two additional lanes to New Hampshire Avenue between Randolph Road and Notley Road and the construction of four additional lanes to New Hampshire Avenue between Notley Road and near Good Hope Road increases the housing staging ceiling by 500 units. Despite this increase, Fairland/White Oak remains in a subdivision moratorium for both housing and jobs.

* Gaithersburg West. The construction of two additional lanes to West Ritchie Parkway between Falls Road and MD 28 increases the staging ceilings by 2,000 housing units and 2,500 jobs. This increase to the jobs ceiling eliminates the jobs subdivision moratorium in Gaithersburg West.

* Rockville. The construction of two additional lanes to West Ritchie Parkway between Falls Road and MD 28 increases the staging ceilings by 500 housing units and 2,500 jobs. This increase to the jobs ceiling helps to reduce the large deficit, but Rockville remains in a subdivision moratorium for jobs.

Policy areas which would continue to be in a subdivision moratorium even with the additional development capacity from the Planning Department's draft FY 92 ceilings are listed below.

Table 2
SCENARIO 1: CURRENT POLICY AREAS AND CURRENT PROCEDURES
Comparison of FY 91 Adopted Ceilings and
Staff Draft FY 92 Ceilings

Policy Areas ¹	FY 91	FY 92	FY 92	FY 91	FY 92	FY 92
	Net Housing Ceilings	Staff Draft Ceiling Increase	Draft Net Housing Ceiling	Net Jobs Ceilings	Staff Draft Ceiling Increase	Draft Net Jobs Ceiling
Aspen Hill	(2,180)	0	(2,180)	348	0	348
Bethesda CBD ²	1,383	0	1,383	4,093	0	4,093
Bethesda/Chevy Chase	3,649	0	3,649	11,049	0	11,049
Cloverly	(1,685)	500	(1,185)	(85)	0	(85)
Damascus	(601)	0	(601)	748	0	748
Fairland/White Oak	(861)	500	(361)	(4,484)	0	(4,484)
Gaithersburg East	5,045	0	5,045	4,294	0	4,294
Gaithersburg West	7,268	2,000	9,268	21,962	2,500	24,462
Germantown East	2,317	0	2,317	2,092	0	2,092
Germantown West	1,590	0	1,590	7,099	0	7,099
Kensington/Wheaton	2,573	0	2,573	6,477	0	6,477
North Bethesda	2,667	0	2,667	5,191	0	5,191
Olney	2,479	0	2,479	834	0	834
Potomac ²	3,118	0	3,118	2,805	0	2,805
Rockville	3,067	500	3,567	13,412	2,500	15,912
Silver Spring CBD	3,382	0	3,382	10,800	0	10,800
Silver Spring/Takoma Park	660	0	660	936	0	936
Totals ³	39,198	3,500	41,698	92,140	5,000	97,140

¹ Group 1 Policy Areas are not assigned staging ceilings. In these areas, subdivision applications are subject to Local Area Transportation Review, as well as to relevant zoning and water and sewer constraints.

² Although ceilings are shown for all policy areas, development in Potomac is controlled by Zoning/Water/Sewer constraints and in the Bethesda CBD by the Cordon Capacities established in the CBD Sector Plan.

³ Numbers in columns may not sum to policy area totals as negative numbers are treated as zero for summation purposes.

Source: Montgomery County Planning Department, Research Division, October 1990.

Table 3
SCENARIO 1: HOUSING
Transportation Staging Ceiling Capacity Using
FY 91 & Staff Draft FY 92 Net Ceilings
January 1990 Base

Policy Areas ¹	FY 91 Net Housing Ceiling ²	Pipeline 9/27/90	FY 91 Remain- ing Capacity	FY 92 Net Housing Ceiling ²	FY 92 Remain- ing Capacity
	A	B	C=A-B	D	E=D-B
Aspen Hill	(2,180)	2,959	(5,139)	(2,180)	(5,139)
Bethesda CBD ³	1,383	586	797	1,383	797
Bethesda/Chevy Chase	3,649	1,598	2,051	3,649	2,051
Cloverly	(1,685)	380	(2,065)	(1,185)	(1,565)
Damascus	(601)	222	(823)	(601)	(823)
Fairland/White Oak	(861)	1,763	(2,624)	(361)	(2,124)
Gaithersburg East	5,045	3,422	1,623	5,045	1,623
Gaithersburg West	7,268	5,427	1,841	9,268	3,841
Germantown East	2,317	2,201	116	2,317	116
Germantown West	1,590	2,366	(776)	1,590	(776)
Kensington/Wheaton	2,573	493	2,080	2,573	2,080
North Bethesda	2,667	1,295	1,372	2,667	1,372
Olney	2,479	2,449	30	2,479	30
Potomac ³	3,118	1,442	1,676	3,118	1,676
Rockville	3,067	1,387	1,680	3,567	2,180
Silver Spring CBD	3,382	2,047	1,335	3,382	1,335
Silver Spring/Takoma Park	660	201	459	660	459
Totals ⁴	39,198	30,238	15,060	14,698	17,560

¹Group I Policy Areas (e.g. Clarksburg) are not assigned staging ceilings. In these areas, subdivision applications are subject to Local Area Transportation Review, as well as to relevant zoning and water and sewer constraints.

²The ceilings indicate the amount of additional development that can be supported with the transportation capacity available from the first four years of the anticipated FY 92-97 CIP or FY 91-96 State CTP. Negative numbers indicate the amount by which the estimated level of development exceeds the ceiling.

³Although ceilings are shown for all policy areas, development in Potomac is controlled by Zoning/Water/Sewer constraints and in the Bethesda CBD by the Cordon Capacities established in the CBD Sector Plan.

⁴Numbers in columns may not sum to policy area totals as negative numbers are treated as zero for summation purposes.

Source: Montgomery County Planning Department, Research Division, October 1990.

Table 4
SCENARIO 1: EMPLOYMENT
Transportation Staging Ceiling Capacity Using
FY 91 & Staff Draft FY 92 Net Ceilings
January 1990 Base

Policy Areas ¹	FY 91 Net Jobs Ceiling ² A	Pipeline 9/27/90 B	FY 91 Remain- ing Capacity C=A-B	FY 92 Net Jobs Ceiling ² D	FY 92 Remain- ing Capacity E=D-B
Aspen Hill	348	14	334	348	334
Bethesda CBD ^{3,4}	4,093	3,734	359	4,093	359
Bethesda/Chevy Chase ⁴	11,049	1,054	9,995	11,049	9,995
Cloverly	(85)	100	(185)	(85)	(185)
Damascus	748	608	140	748	140
Fairland/White Oak	(4,484)	7,176	(11,660)	(4,484)	(11,660)
Gaithersburg East	4,294	10,600	(6,306)	4,294	(6,306)
Gaithersburg West	21,962	22,965	(1,003)	24,462	1,497
Germantown East	2,092	2,085	7	2,092	7
Germantown West	7,099	8,326	(1,227)	7,099	(1,227)
Kensington/Wheaton ⁴	6,477	369	6,108	6,477	6,108
North Bethesda ⁴	5,191	7,117	(1,926)	5,191	(1,926)
Olney	834	850	(16)	834	(16)
Potomac ³	2,805	624	2,181	2,805	2,181
Rockville	13,412	19,601	(6,189)	15,912	(3,689)
Silver Spring CBD ⁴	10,800	9,859	941	10,800	941
Silver Spring/Takoma Park ⁴	936	974	(38)	936	(38)
Totals ⁵	92,140	96,056	20,065	97,140	21,562

¹Group I Policy Areas (e.g. Clarksburg) are not assigned staging ceilings. In these areas, subdivision applications are subject to Local Area Transportation Review, as well as to relevant zoning and water and sewer constraints.

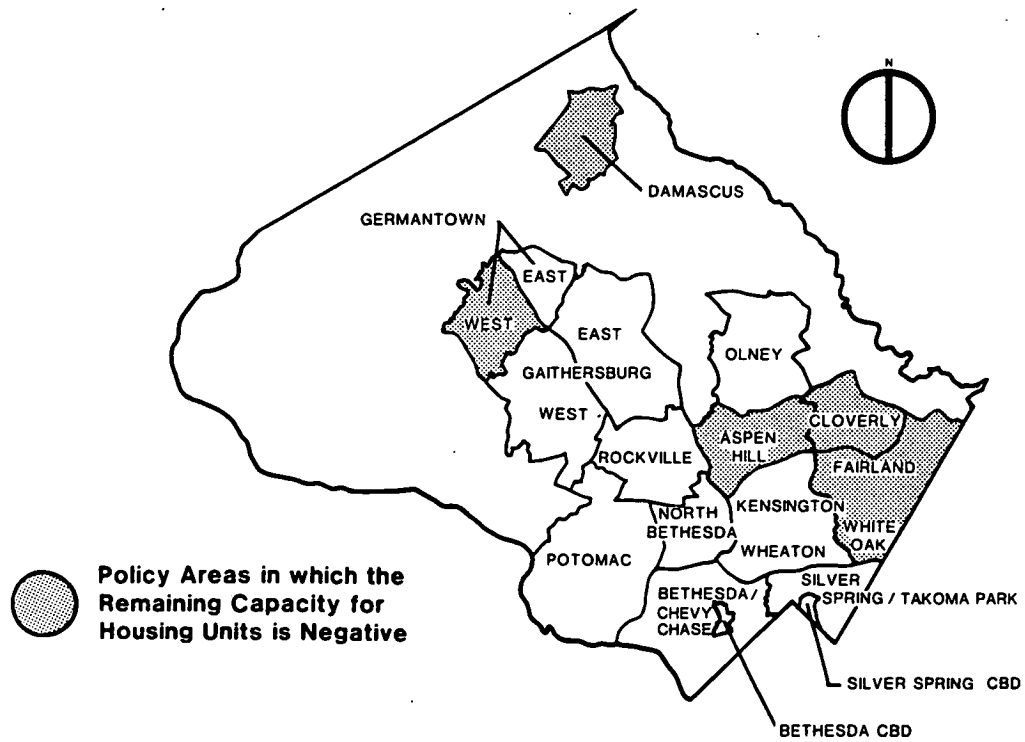
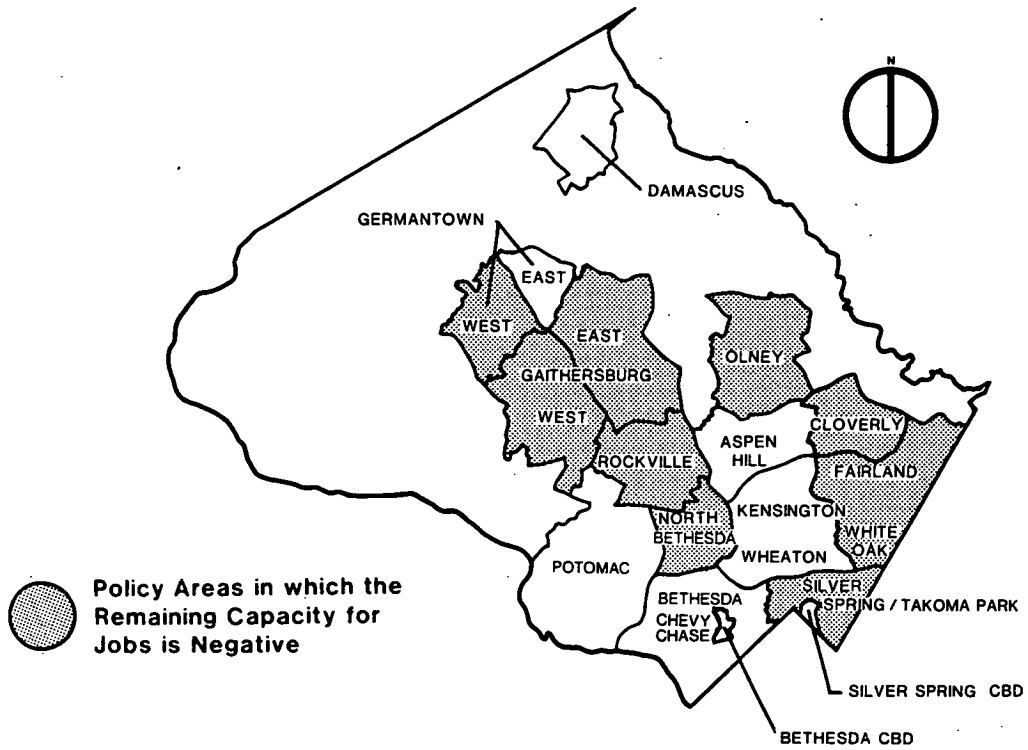
²The ceilings indicate the amount of additional development that can be supported with the transportation capacity available from the first four years of the anticipated FY 92-97 CIP or FY 91-96 State CTP. Negative numbers indicate the amount by which the estimated level of development exceeds the ceiling.

³Although ceilings are shown for all policy areas, development in Potomac is controlled by Zoning/Water/Sewer constraints and in the Bethesda CBD by the Cordon Capacities established in the CBD Sector Plan.

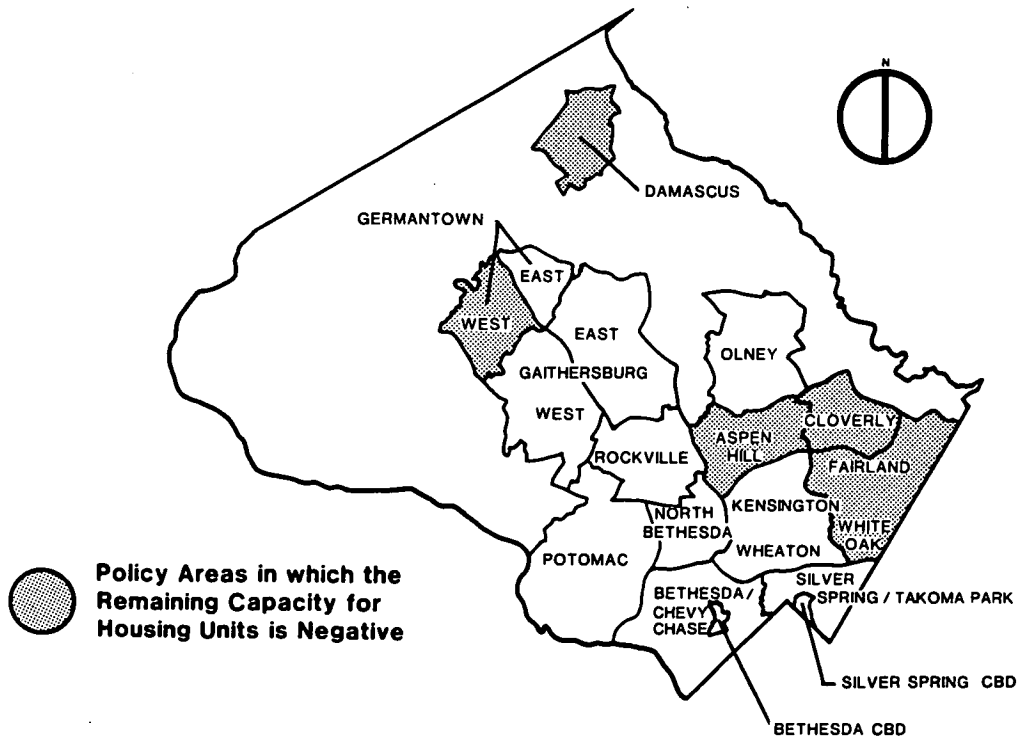
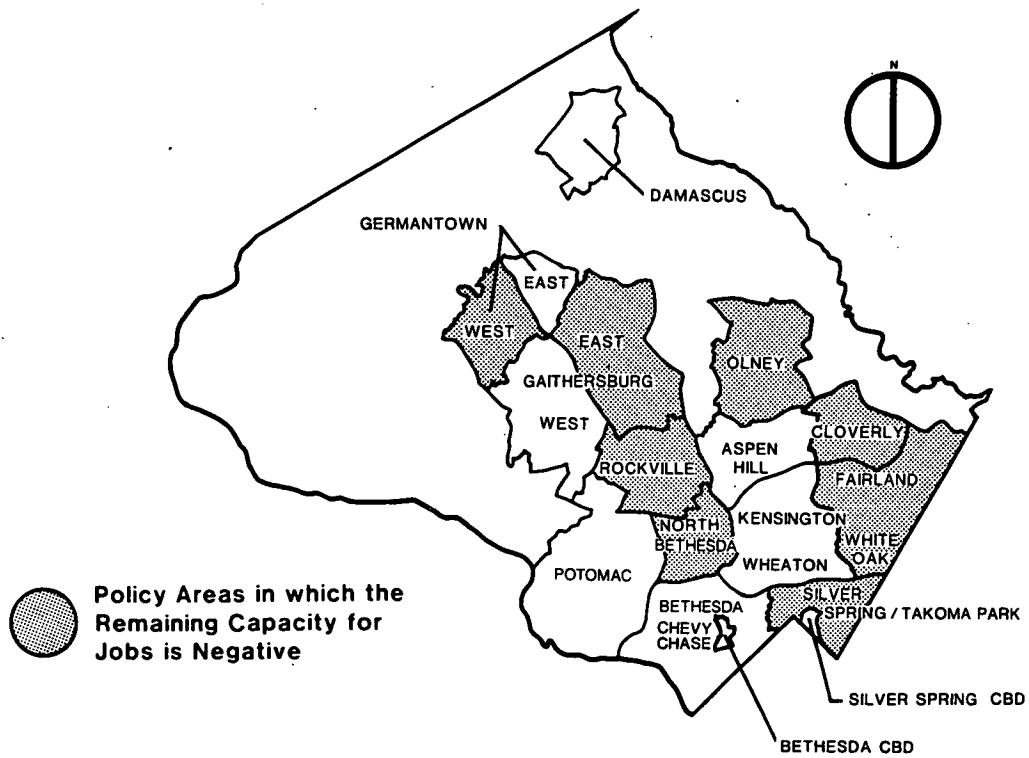
⁴The pipeline in down-County policy areas has been reduced, due to a change in the employee multiplier for office space. Based on a 1989 study by the Research Division, the down-County multiplier has been changed from 200 sq. ft. per employee to 225 sq. ft. per employee.

⁵Numbers in columns may not sum to policy area totals as negative numbers are treated as zero for summation purposes.

Source: Montgomery County Planning Department, Research Division, October 1990.



Staff Draft FY92AGP-Scenario 1



Policy Areas with Negative Remaining Capacity
Under the FY 92 Scenario 1 Ceilings
(Pipeline as of September 27, 1990)

No Approvals for Housing

Aspen Hill
Cloverly
Damascus
Fairland/White Oak
Germantown West

No Approvals for Jobs

Cloverly
Fairland/White Oak
Gaithersburg East
Germantown West
North Bethesda
Olney
Rockville
Silver Spring/Takoma Park

2. *Scenario 2: Restructure Policy Areas and Maintain Current Procedures*

Scenario 2 shows the effect of the policy area restructuring on the transportation staging ceilings. This policy area restructuring is fully described in Chapter 3. The primary purpose is to create new policy areas around the Metro stations and revise the current policy area structure in the Rockville and Gaithersburg areas so that the cities become separate policy areas.

a. Transportation Network

Scenario 2 tests the same anticipated transportation network (road program) as in Scenario 1.

b. Policy Area Structure

Ceilings in this scenario are for the 28 new policy areas included in the policy area restructuring.

c. Level of Service Standards

This scenario involves no change in level of service standards other than assigning the new non-Metrorail station policy areas to a level of service group. The Planning Department recommends the following LOS Group classifications for the new policy areas.

Level of Service Assignments

<u>Policy Area</u>	<u>LOS Group</u>	<u>Average LOS Standard</u>
Derwood/Needwood/Wash. Grove	III	C/D
Gaithersburg City	III	C/D
Montgomery Village/Airpark	II	C
North Potomac	II	C
R & D Village	II	C
Rockville City	IV	D

The Council does not need to adopt a LOS standard for the Metrorail station policy areas. The ceilings for these areas are determined by measuring the impact of development in the Metrorail station policy area on the level of service of the combined Metrorail policy area and the larger surrounding policy area. In setting ceilings for these new Metro areas, the Board also made sure that congestion did not get worse than the standard in neighboring policy areas.

d. Road Assignment

This scenario requires that some road assignments be changed to accommodate the policy area restructuring. For example, the current AGP approach assigns half of I-270's capacity and traffic in the Gaithersburg area to Gaithersburg East and half to Gaithersburg West. With the restructuring, the two Gaithersburg policy areas will become five policy areas and I-270 will run through or touch most of these areas. For this scenario, the Planning Department has assigned freeways to policy areas based on the area's access to interchanges to those freeways. This decision rule assigns I-270 in the Gaithersburg area to Derwood/Needwood/Washington Grove, the City of Gaithersburg, Germantown, and the R & D Village. It assigns I-370 to Derwood/Needwood/Washington Grove, and the City of Gaithersburg.

e. Staging Ceiling Recommendations

Tables 5 and 6 show the Planning Department's recommended FY 92 staging ceilings for Scenario 2. In general, the Planning Department used five basic criteria in estimating these staging ceilings.

First, in policy areas that were not restructured, the Planning Department recommends the same ceilings as in Scenario 1. Therefore, staging ceilings in Aspen Hill, Cloverly, Damascus, Fairland/White Oak, Germantown East, Germantown West, Olney, and Potomac remain the same as in Scenario 1.

Second, staff recommends the staging ceilings in the Bethesda and Silver CBDs continue to be controlled by sector plan transportation analysis done outside the AGP framework. The Bethesda CBD staging ceilings have been set to correspond to the limits of the cordon capacity analysis and the Silver Spring CBD ceilings have been set to correspond to the work done for the 1987 Sector Plan Amendment. Therefore, these areas continue to have the same net remaining capacity as is recommended in Scenario 1. Staff made a small adjustment in the Bethesda CBD housing ceiling to bring the AGP number more in line with the cordon capacity number. If future sector plan work changes these limits for either CBD, then the AGP ceilings should be re-examined as well.

Third, staff retained the ceiling increments recommended in Scenario 1 in Cloverly, Fairland/White Oak, and Rockville. This was impossible, however, in the Gaithersburg areas due to changes

Table 5
Scenarios 2/3 and 4: EMPLOYMENT
Transportation Staging Ceiling Capacity Using
Staff Draft FY 92 Net Ceilings
January 1990 Base

Proposed Policy Areas ¹	Scenario 2/3			Scenario 4		Difference in Remaining Capacities
	FY 92 Net Jobs Ceiling ²	Pipeline 9/27/90	FY 92 Remaining Capacity	FY 92 Net Jobs Ceiling ²	FY 92 Remaining Capacity	
	A	B	C=A-B	D	E=D-B	E-C
Aspen Hill	348	14	334	348	334	0
Bethesda CBD ^{3,4}	4,093	3,734	359	4,093	359	0
Bethesda/Chevy Chase ⁴	10,400	395	10,005	10,400	10,005	0
Cloverly	(85)	100	(185)	(85)	(185)	0
Damascus	748	608	140	748	140	0
Derwood/Needwood/Wash. Grove	700	3,107	(2,407)	3,200	93	2,500
Fairland/White Oak	(4,484)	7,176	(11,660)	(4,484)	(11,660)	0
Forest Glen ⁴	100	0	100	100	100	0
Friendship Heights ⁴	5,200	659	4,541	5,200	4,541	0
Gaithersburg City	11,600	14,481	(2,881)	14,600	119	3,000
Germantown East	2,092	2,085	7	2,092	7	0
Germantown West	7,099	8,326	(1,227)	7,099	(1,227)	0
Grosvenor ⁴	100	24	76	100	76	0
Kensington/Wheaton ⁴	4,150	289	3,861	4,150	3,861	0
Montgomery Village/Airpark	(2,100)	3,416	(5,516)	3,400	(16)	5,500
Nicholson Lane/White Flint ⁴	1,650	1,336	314	1,650	314	0
North Bethesda ⁴	4,200	5,740	(1,540)	4,200	(1,540)	0
North Potomac	150	154	(4)	650	496	500
Olney	834	850	(16)	834	(16)	0
Potomac ³	2,805	624	2,181	2,805	2,181	0
R & D Village	13,350	14,707	(1,357)	15,350	643	2,000
Rockville City	13,500	17,302	(3,802)	13,500	(3,802)	0
Shady Grove	0	0	0	500	500	500
Silver Spring CBD ^{3,4}	10,800	9,859	941	10,800	941	0
Silver Spring/Takoma Park ⁴	1,450	974	476	1,450	476	0
Takoma Park ⁴	300	0	300	300	300	0
Twinbrook ⁴	400	17	383	400	383	0
Wheaton ⁴	2,850	80	2,770	5,700	5,620	2,850
Totals	98,919	96,057	26,788	113,669	31,489	16,850

¹ Group I Policy Areas (e.g. Clarksburg) are not assigned staging ceilings. In these areas, subdivision applications are subject to Local Area Transportation Review, as well as to relevant zoning and water and sewer constraints.

² The ceilings indicate the amount of additional development that can be supported with the transportation capacity available from the first four years of the anticipated FY 92-97 CIP or FY 91-96 State CTP. Negative numbers indicate the amount by which the estimated level of development exceeds the ceiling.

³ Although ceilings are shown for all policy areas, development in Potomac is controlled by Zoning/Water/Sewer constraints. Development in the Bethesda CBD is controlled by the Cordon Capacities established in the CBD Sector Plan. Development in the Silver Spring CBD is controlled by the limits established in the Silver Spring Sector Plan.

⁴ The pipeline in down-County policy areas has been decreased, due to a change in the employee multiplier for office space. Based on a 1989 study by the Research Division, the down-County multiplier has been changed from 200 sq. ft. per employee to 225 sq. ft. per employee.

⁵ Numbers in columns may not sum to policy area totals as negative numbers are treated as zero for summation purposes.

Source: Montgomery County Planning Department, Research Division, October 1990.

Table 6
Scenarios 2/3 and 4: HOUSING
Transportation Staging Ceiling Capacity Using
Staff Draft FY 92 Net Ceilings
January 1990 Base

	Scenario 2/3			Scenario 4		Difference in Remaining Capacities
	FY 92 Net Housing Ceiling ²	Pipeline 9/27/90	FY 92 Remaining Capacity	FY 92 Net Housing Ceiling ²	FY 92 Remaining Capacity	
Proposed Policy Areas ¹	A	B	C=A-B	D	E=D-B	E-C
Aspen Hill	(2,180)	2,959	(5,139)	(2,180)	(5,139)	0
Bethesda CBD ³	1,085	585	500	1,085	500	0
Bethesda/Chevy Chase	3,400	1,466	1,934	3,400	1,934	0
Cloverly	(1,185)	380	(1,565)	(1,185)	(1,565)	0
Damascus	(601)	222	(823)	(601)	(823)	0
Derwood/Needwood/Wash. Grove	700	199	501	2,700	2,501	2,000
Fairland/White Oak	(361)	1,763	(2,124)	(361)	(2,124)	0
Forest Glen	300	6	294	300	294	0
Friendship Heights	800	133	667	800	667	0
Gaithersburg City	4,850	2,376	2,474	4,850	2,474	0
Germantown East	2,317	2,201	116	2,317	116	0
Germantown West	1,590	2,366	(776)	1,590	(776)	0
Grosvenor	1,450	0	1,450	1,450	1,450	0
Kensington/Wheaton	2,250	395	1,855	4,250	3,855	2,000
Montgomery Village/Airpark	(1,350)	2,663	(4,013)	3,650	987	5,000
Nicholson Lane/White Flint	2,000	955	1,045	2,000	1,045	0
North Bethesda	1,700	340	1,360	1,700	1,360	0
North Potomac	2,200	1,693	507	3,200	1,507	1,000
Olney	2,479	2,449	30	2,479	30	0
Potomac ³	3,118	1,442	1,676	3,118	1,676	0
R & D Village	2,050	2,035	15	3,050	1,015	1,000
Rockville City	3,550	1,387	2,163	3,550	2,163	0
Shady Grove	1,100	0	1,100	1,100	1,100	0
Silver Spring CBD ³	3,382	2,047	1,335	3,382	1,335	0
Silver Spring/Takoma Park	1,650	201	1,449	1,650	1,449	0
Takoma Park	100	0	100	100	100	0
Twinbrook	100	0	100	100	100	0
Wheaton	1,600	92	1,508	1,600	1,508	0
Totals ⁴	39,198	30,355	22,179	53,431	29,166	11,000

¹ Group I Policy Areas (e.g. Clarksburg) are not assigned staging ceilings. In these areas, subdivision applications are subject to Local Area Transportation Review, as well as to relevant zoning and water and sewer constraints.

² The ceilings indicate the amount of additional development that can be supported with the transportation capacity available from the first four years of the anticipated FY 92-97 CIP or FY 91-96 State CTP. Negative numbers indicate the amount by which the estimated level of development exceeds the ceiling.

³ Although ceilings are shown for all policy areas, development in Potomac is controlled by Zoning/Water/Sewer constraints. Development in the Bethesda CBD is controlled by the Cordon Capacities established in the CBD Sector Plan. Development in the Silver Spring CBD is controlled by the limits established in the Silver Spring Sector Plan.

⁴ Numbers in columns may not sum to policy area totals as negative numbers are treated as zero for summation purposes.

Source: Montgomery County Planning Department, Research Division, October 1990.

in level of service groups for some of the areas which previously made up Gaithersburg East and West. Because the level of service standard in three of the five new areas allows less congestion under the restructuring, Ritchie Parkway does not provide any additional staging ceiling capacity to the Gaithersburg area. Instead, this capacity goes toward bringing these areas closer to their Scenario 2 recommended LOS standard.

Fourth, in restructured policy areas staff allocated net remaining capacities, positive and negative, from current policy areas to the new policy areas based on the new area's share of the current policy area's existing base and pipeline. In some areas, such as Montgomery Village/Airpark and the R & D Village, the resultant ceilings from this allocation would have allowed more congestion than would be considered acceptable under the area's recommended LOS standard. Under the existing system, these areas are part of the Gaithersburg East and West policy areas and are classified as a Group III. With the restructuring, they are classified as a Group II which allows less roadway congestion. Consequently, for Scenario 2, the Planning Department recommends these areas be put into a housing subdivision moratorium until roadway and transit improvements are programmed. Both are in policy areas which are currently in a jobs subdivision moratorium.

Fifth, as discussed in Chapter 3 of this report, sector plan holding capacities for jobs and housing were tested in eight of the ten Metrorail station policy areas. This amounted to about 72,000 jobs and only about 17,000 housing units, some 34,000 more jobs and about 6,000 more housing units than are in these areas' current base and pipeline.

A test of only the residential holding capacity in these Metrorail policy areas showed that the housing staging ceilings in these areas can be increased this minimal amount without causing congestion to exceed the standard in the surrounding policy areas. It also was possible to add more housing capacity to the Silver Spring/Takoma Park policy area outside the CBD. Staff believes the transportation system could support additional housing in these areas without causing congestion levels to exceed assigned standards. Limited zoning capacity for housing, however, prevents us from recommending higher staging ceilings. In fact, in some areas the addition of housing helps to reduce average congestion levels. Therefore, for all Metrorail station policy areas, except the Bethesda CBD and the Silver Spring CBD, the Planning Department recommends that the holding capacity estimate be the housing staging ceiling. If and when zoning changes occur in the Metrorail policy areas, these staging ceilings should be re-examined.

On the other hand, a test of the holding capacity for jobs showed that increasing jobs staging ceilings by this significant amount caused congestion to exceed the standard in many areas. This increase in jobs caused the County's jobs/housing ratio to become unbalanced and required more in-commuting from outside the

County. Consequently, the Planning Department recommends that the jobs staging ceilings in the Metrorail policy areas be increased by only a small amount to allow for some additional mixed used development within walking distance of Metro. This amounts to 500 jobs apiece in the Nicholson Lane, Shady Grove, Twinbrook, and Wheaton policy areas.

In Forest Glen, Grosvenor, and Takoma Park, where there is little non-residential zoning capacity, staff recommends the jobs ceiling be set at the zoning ceiling. In Friendship Heights, it was possible to increase the jobs ceiling to the zoning ceiling because of the large amount of available transportation capacity in the surrounding Bethesda/Chevy Chase policy area. It also was possible to add 500 jobs to the Silver Spring/Takoma Park policy area outside of the Silver Spring CBD without causing congestion levels to rise above the standard.

Scenario 2 adds a total of 4,600 housing units and 5,200 jobs to the FY 92 Scenario 1 net remaining capacities. This results in a net remaining capacity of 22,179 for housing and 26,788 for jobs. About one-third of this remaining capacity is centered in the Metrorail station policy areas. Scenario 2 provides positive net remaining capacity in 22 policy areas for housing and 16 policy areas for jobs. The following policy areas would be in a subdivision moratorium in Scenario 2.

Policy Areas with Negative Remaining Capacity
Under the FY 92 Scenario 2 Ceilings
(Pipeline as of September 27, 1990)

No Approvals for Housing

Aspen Hill
Cloverly
Damascus
Fairland/White Oak
Germantown West
Montgomery Village

No Approvals for Jobs

Cloverly
Derwood/Needwood/Wash. Grove
Fairland/White Oak
Gaithersburg City
Germantown West
Montgomery Village
North Bethesda
North Potomac
Olney
R & D Village
Rockville City
Shady Grove

3. *Scenario 3: Restructure Policy Areas and Modify Freeway Assignments*

As discussed above, Scenario 2 required the reassignment of some roads for the restructuring of policy areas. Freeway assignments were not changed, however, in policy areas that were not restructured. Scenario 3 measures the impact of changing freeway assignments in policy areas that are not restructured. This allows a more consistent approach for assigning freeways to be used County-wide.

a. Transportation Network

Scenario 3 tests the same anticipated transportation network (road program) as in the first two scenarios.

b. Policy Area Structure

Similar to Scenario 2, ceilings in this scenario are for the 28 new policy areas included in the policy area restructuring.

c. Level of Service Standards

Ceilings in this scenario are based on the same level of service groups as were used in Scenario 2.

d. Road Assignment

In the FY 91 AGP, three decision rules were used to assign freeways to policy areas. First, where a freeway is entirely within a policy area, such as I-270 in Rockville or I-370 in Gaithersburg East, it was assigned entirely to that area. As a second rule, in the down-County where adjacent policy areas are in different LOS groups, freeways serving as policy area boundaries were assigned to whichever policy area had the greater amount of existing and potential development and whichever had the higher level of service standard. As a third rule, in the up-County where adjacent areas are in the same LOS group, the boundary freeways are split evenly between adjoining policy areas.

Currently, freeways are assigned to the eight policy areas listed below. Using the current rules, freeways are not assigned to Fairland/White Oak or Kensington/Wheaton.

Freeway Assignments

<u>Policy Area</u>	<u>Freeways</u>	<u>Percent of Vehicle Miles of Travel on Freeways in the FY 91 AGP</u>
Bethesda/Chevy Chase	I-495 & G.W. Parkway	60
Gaithersburg East	I-270 & I-370	24
Gaithersburg West	I-270	32
Germantown East	I-270	59
Germantown West	I-270	59
North Bethesda	I-270	53
Potomac	G. W. Parkway	2
Rockville	I-270	45
Silver Spring/Takoma Park	I-495	63
Montgomery County		33

Given the reassignment of I-270 in the Gaithersburg area as part of the restructuring of policy areas in Scenario 2 and because of recent development trends, the Planning Board recommends using one decision rule for assigning all freeways. As a result, part of I-495 will be reassigned from Silver Spring/Takoma Park to Kensington/Wheaton and part to Fairland/White Oak. The reassignment of I-495 to the three policy areas is justifiable because both of these policy areas have interchanges to I-495. In addition, recent development trends in Fairland/White Oak and the opening of the Forest Glen Metrorail station in Kensington/Wheaton support this reassignment.

Similarly, given the expansion of Montgomery Mall, the growing residential base in Potomac (Potomac has about the same number of households as North Bethesda), and the fact that Potomac has an interchange with I-270, part of I-270 is reassigned from North Bethesda to Potomac. Scenario 3 applies the same decision rule to all policy areas instead of only to those which are restructured.

e. Staging Ceiling Recommendations

The Planning Department recommends the same staging ceilings for this scenario as were recommended for Scenario 2. (See Tables 5 and 6.) These modified freeway assignments cause little change to the congestion measures. Staff also recommends that the freeway assignment used in this scenario become standard since it provides a more consistent methodology County-wide.

4. *Scenario 4: Restructure Policy Areas, Modify Freeway Assignments, and Modify Level of Service Standards*

Scenario 4 demonstrates the effect of increasing the number of level of service groups. The reasons for considering a change in the number of level of service groups are discussed in Chapter 3.

a. Transportation Network

This scenario tests the same anticipated transportation network (road program) as in the other scenarios.

b. Policy Area Structure

Similar to the previous scenarios, Scenario 4 ceilings are for the 28 new policy areas included in the restructuring of policy areas.

c. Level of Service Standards

The main feature that distinguishes this scenario from the previous three is proposed modifications to the average level of service standards used in policy area review. This scenario uses nine groups, rather than the current six, as discussed in Chapter 3.

d. Road Assignment

Scenario 4 tests the same road assignments as were tested in Scenario 3.

e. Staging Ceiling Recommendations

Tables 5 and 6 show the Planning Department's recommended FY 92 staging ceilings for Scenario 4. These ceilings differ from Scenario 2/3 ceilings because of the increased number of level of service groups. By increasing the number of groups from six to nine, level of service standards allow somewhat less congestion in some policy areas such as Bethesda/Chevy Chase and Rockville and somewhat more congestion in other policy areas such as Derwood/Needwood/Washington Grove, Kensington/Wheaton, Montgomery Village/Airpark, and the R & D Village.

These possible changes to a higher standard of less congestion in Bethesda/Chevy Chase and Rockville do not lower transportation staging ceilings, however, since these areas are below their current LOS standards under both Scenario 1 and Scenario 2/3 ceilings. Zoning limitations and congestion levels in neighboring policy areas constrain the transportation staging ceilings in these two areas more than does the area's level of service standard.

The shifts in level of service standards in some of the other areas allow the Planning Department to recommend higher staging ceilings in 8 policy areas including Derwood/Needwood/Washington Grove, the City of Gaithersburg, Kensington/Wheaton, Montgomery Village/Airpark, North Potomac, R & D Village, Shady Grove, and the Wheaton CBD. Overall, Scenario 4 increases staging ceiling capacities by 11,000 housing units and 16,850 jobs over the capacities recommended for Scenario 2. Scenario 4 provides positive net remaining capacity for 29,166 housing units in 23 policy areas and 31,489 jobs in 21 policy areas. The following policy areas would be in a subdivision moratorium in Scenario 4.

Policy Areas with Negative Remaining Capacity
Under the FY 92 Scenario 4 Ceilings
(Pipeline as of September 27, 1990)

No Approvals for Housing

Aspen Hill
Cloverly
Damascus
Fairland/White Oak
Germantown West

No Approvals for Jobs

Cloverly
Fairland/White Oak
Germantown West
Montgomery Village/Airpark
North Bethesda
Olney
Rockville City

C. Conclusions and Recommendations

Table 7 compares the gross transportation staging ceilings by policy area for the four scenarios to current levels and shows the jobs/housing ratios for all policy areas combined. The following table shows differences in net remaining capacities among the four scenarios.

Net Remaining Capacities

All Policy Areas

	<u>Current FY 91</u>	<u>FY 92 Scenario 1</u>	<u>FY 92 Scenario 2/3</u>	<u>FY 92 Scenario 4</u>
Jobs	20,065	21,562	26,788	31,489
Housing	15,060	17,560	22,179	29,166
J/H Ratio	1.33	1.22	1.21	1.08

Scenario 2/3 shows that the policy area restructuring allows additional development around Metro stations. It appears that it would be possible to permit even more residential development under the current level of service standards if zoning and master plan staging constraints were removed. On the other hand, the residential capacity that is available in Scenario 1 in the Gaithersburg East and West policy areas will be significantly diminished in the restructured policy areas that replace them. This is particularly true in the Montgomery Village/Airpark policy area which has a negative remaining capacity of more than 4,000 housing units in Scenario 2/3.

The major difference between Scenario 2/3 and 4 is that the change in level of service standards resulting from the increase in the number of groups permits higher staging ceilings in the policy areas surrounding the City of Gaithersburg. This counteracts the reductions that occur in Scenario 2/3. The additional Metrorail policy area development allowed in Scenario 2/3 would still be permitted in Scenario 4.

As discussed in Chapter 3, the major advantage of increasing level of service groups from six to nine is that it makes the setting of staging ceilings more sensitive to changes in transit availability and use. This would make it easier for a policy area to shift to a higher group when a new transit project is programmed. The Planning Department believes that the policy area restructuring as it relates to the Metrorail policy areas and the increase in level of service groups are both desirable changes in the Annual Growth Policy. Therefore, staff recommends the adoption of Scenario 4.

Table 7

Comparison of Gross Staging Ceilings² in Scenario 1, Scenarios 2/3, and Scenario 4

Policy Area	Jobs				Housing			
	FY91	FY 92 Scenario 1	FY 92 Scenario 2/3	FY 92 Scenario 4	FY 91	FY 92 Scenario 1	FY 92 Scenario 2/3	FY 92 Scenario 4
Aspen Hill	6,648	6,648	6,648	6,648	19,020	19,020	19,020	19,020
Bethesda/Chevy Chase and CBD ¹	98,142	98,142	102,693	102,693	38,932	38,932	39,185	39,185
Cloverly	415	415	415	415	2,815	3,315	3,315	3,315
Damascus	2,248	2,248	2,248	2,248	1,899	1,899	1,899	1,899
Fairland/White Oak	19,816	19,816	19,816	19,816	23,339	23,839	23,839	23,839
Gaithersburg/Rockville ¹	173,268	178,268	170,700	184,700	73,480	75,980	71,100	80,100
Germantown East	5,492	5,492	5,492	5,492	6,417	6,417	6,417	6,417
Germantown West	13,999	13,999	13,999	13,999	16,390	16,390	16,390	16,390
Kensington/Wheaton	28,077	28,077	28,700	31,550	37,073	37,073	38,650	40,650
North Bethesda	69,591	69,591	70,750	70,750	17,667	17,667	20,250	20,250
Olney	4,934	4,934	4,934	4,934	10,279	10,279	10,279	10,279
Potomac	11,705	11,705	11,705	11,705	17,818	17,818	17,818	17,818
Silver Spring/Takoma Park & CBD ¹	55,536	55,536	56,250	56,250	34,942	34,942	36,032	36,032
Total Policy Areas	489,871	494,871	494,350	511,200	300,071	303,571	304,194	315,194
Jobs/Housing Ratio	1.63	1.63	1.63	1.62				

¹ Policy areas are combined for comparative purposes only. It is impossible to compare all the current policy areas to the restructured policy areas because of boundary shifts needed to accommodate the restructuring in Scenarios 2/3, and 4.

² Gross staging ceilings include existing development, pipeline (approved development), and net remaining capacity.

Source: Montgomery County Planning Department, October 1990.

2. PUBLIC SCHOOL CAPACITIES

Because MCPS has not yet released their 1990 enrollment forecast for 1995 and the requested FY 92-97 CIP, the school capacity analysis is not available for the staff draft FY 92 AGP. This information should be available for the Planning Board's worksessions on the FY 92 AGP.

Chapter 5

FY 92 Annual Growth Policy Resolution

(Without Restructuring)

Resolution No.:
Introduced:
Adopted:

COUNTY COUNCIL FOR MONTGOMERY COUNTY, MARYLAND

By: County Council

Subject: Approval of FY 92 Annual Growth Policy

Background

1. Bill 11-86 requires that no later than June 30th of each year, the County Council must adopt an Annual Growth Policy to be effective throughout the next fiscal year, providing policy guidance to the various agencies of government and to the general public on matters concerning land use development, growth management, and related environmental, economic, and social issues.

2. On December __, 1990, in accordance with the requirements of Bill 11-86, the County Executive transmitted to the County Council the FY 92 Annual Growth Policy (AGP) for Montgomery County, showing his revisions to the Annual Growth Policy Draft submitted by the Planning Board on December 1, 1990;

3. In addition, the Annual Growth Policy report, as submitted by the County Executive and the Planning Board, contained supporting and explanatory materials including forecasts for the most probable trends in population and households, a set of recommended growth capacity ceilings for each policy area within the County, guidelines for the administration of the APFO, and other background information relevant to the subject of growth policy. The Planning Board also submitted a supporting report entitled "Alternative Transportation Scenarios and Staging Ceilings", dated December, 1987. These materials were updated at Council worksessions.

4. On February __, 1991, the County Council held a public hearing on the County Executive's recommended Annual Growth Policy for Fiscal Year 1992.

5. On May __, 1991, the County Council adopted the Capital Improvements Program for the years 1992-1997.

6. On June __, 1991 and June __, 1991, the Council conducted worksessions on the Annual Growth Policy for FY 1992, at which time careful consideration was given to the public hearing testimony, updated information, recommended revisions of the Montgomery County Planning Board, and the comments and concerns of other interested parties.

7. The County Council reviewed the facts and assumptions underlying this Annual Growth Policy. This included: 1) a detailed review by policy area of existing and projected school and transportation facilities and conditions; 2)

discussion of the allocation of transportation capacity between jobs and housing, the "pipeline" of development, and net remaining transportation capacity; 3) a review of the need for a continued special allocation for affordable housing and for health care facilities; and 4) a review of the Annual Report of the Silver Spring Transportation Management District.

8. The jobs/housing ratios of the staging ceilings and net remaining capacity demonstrate improvement in achieving the General Plan goal of a balance between jobs and housing, particularly for geographic areas over which the County has land use control.

9. The County Council reviewed the "pipeline" of development in the County and made adjustments for administrative errors. The Council recognizes efforts made by the Planning Board and the Executive to improve the consistency and reliability of the County growth management data base. These efforts have resulted in a reduction of errors from prior years. In this regard, the Council stresses the need for sustained administrative vigilance in assessing the validity of computer based systems and the reliability of data collection efforts. The Council recognizes that a quantitatively oriented system such as the Annual Growth Policy, though subject to limitations, can promote objectivity and fairness in land-use decision making.

Action

The County Council for Montgomery County, Maryland, adopts the background statement and approves the following Resolution:

The County Executive's recommended FY 92 Annual Growth Policy has been reviewed and amended by the County Council, so that the following constitutes the entire Annual Growth Policy for FY 92:

I. Guidelines for the Administration of the Adequate Public Facilities Ordinance:

The Montgomery County Subdivision Ordinance, Chapter 50, Section 35(k), directs the Montgomery County Planning Board to approve preliminary plans of subdivision only after finding that public facilities will be adequate to serve the subdivision. This involves predicting future demand from private development and comparing it to the capacity of existing and programmed public facilities. The following guidelines describe the methods and criteria that the Planning Board and its staff must use in determining the adequacy of public facilities. These guidelines supersede all previous ones adopted administratively by the Planning Board to the extent that these guidelines conflict with previous ones. They also supersede those provisions of the Adequate Public Facilities Ordinance (APFO) which were specified to apply only until the County Council had approved an Annual Growth Policy (AGP).

The Council accepts the definitions of terms and the assignment of values to key measurement variables which were used by the Planning Board and its staff, and accepted by the Executive, in developing the recommended Annual Growth Policy. The Council delegates to the Plan-

ning Board and its staff all other necessary administrative decisions not covered by the guidelines outlined below. In its administration of the APFO, the Planning Board is directed to request and consider the recommendations of the County Executive and other agencies in determining the adequacy of public facilities.

Subdivision applications may be subject to two different types of tests. One is called the Policy Area Transportation Review. The other is called the Local Area Transportation Review.

The Policy Area Transportation Review divides the County into policy areas. These are geographic areas for which the adequacy of public facilities is addressed on an area-wide basis, as follows:

- o With regard to transportation, a staging ceiling may be established for each policy area.
- o With regard to school facilities, a legislative determination will be made whether the school facilities for each policy area will be adequate.

The staging ceiling for a policy area is defined as the maximum amount of land development that can be accommodated by the existing and programmed public facilities serving the area, at an assigned level of service standard. The legislative directive concerning school policy areas reflects a determination whether additional development can be accommodated by the schools. The policy area staging ceilings and directives approved in this Annual Growth Policy are to remain in effect throughout FY 92 unless amended subsequently by the County Council after public hearing. However, the Planning Board may adjust the policy area staging ceilings, in accordance with the Board's administrative procedures, to reflect trip reduction programs or developer participation in capital improvement projects.

Except for special circumstances which are described below (see discussions of "Ceiling Flexibility"), if a proposed subdivision is in a geographic policy area for which previously approved development (pipeline) exceeds the staging ceiling, or for which a negative school facility directive exists, then the Planning Board must find the public facilities to be inadequate.

The purpose of the Policy Area Review method for evaluating the adequacy of transportation facilities is to place the individual subdivision within the context of a comprehensive, County-wide assessment, which takes account of, and properly allows for, the upstream and downstream traffic impacts of development in various geographic areas. Similarly, the purpose of the policy area directives concerning school facilities is to reflect the ability of the public school system to accommodate students from new development.

The policy area ceilings and directives described in this AGP are based primarily on the public facilities in the Approved FY 92-97 Capital Improvements Program (CIP) and the Maryland Department of

Transportation FY 91-96 Consolidated Transportation Program (CTP). The Council also reviewed related County and State funding decisions, master plan guidance and zoning where relevant, and related legislative actions. These ceilings and directives and their supporting planning and measurement process have been the subject of a public hearing and review during worksessions by the County Council. Approval of the ceilings and directives reflects a legislative judgment that, all things considered, these staging ceilings and procedures constitute a reasonable, appropriate, and desirable set of interim growth limits, which properly relate to the ability of the County to program and construct facilities necessary to accommodate growth. These growth limits will substantially advance County land use objectives by providing for coordinated and orderly development.

These guidelines are not intended to be used as a means for government to avoid its responsibility to provide adequate public facilities. Annual review and oversight allows the Council to identify problems and initiate solutions that will serve to avoid or limit the duration of any moratorium in a specific policy area. Further, alternatives may be available for developers who wish to proceed in advance of the adopted public facilities program, through the provision of additional public facility capacity beyond that contained in the approved Capital Improvements Program, or through other measures which accomplish an equivalent effect.

The administration of the Adequate Public Facilities Ordinance shall at all times be consistent with adopted master plans and sector plans. Where development staging in adopted master plans or sector plans are more restrictive than APF guidelines, the guidelines in the adopted master plan or sector plan shall be used to the extent that they are more restrictive. More restrictive guidelines can be found in the Friendship Heights Sector Plan, the Silver Spring CBD Sector Plan, the Grosvenor Sector Plan, and the Nicholson Lane Sector Plan, [and the Shady Grove West portion of the Gaithersburg Vicinity Master Plan.] The ceiling in the Potomac Policy Area is set at the zoning ceiling based on the policy in the Potomac Master Plan. Development in the Bethesda CBD is controlled by the cordon capacities established in the Bethesda CBD Sector Plan.

The ceiling in all Group I areas is set at the zoning ceiling subject to guidelines for Local Area Transportation Review and guidelines for water and sewerage facilities.

A. Guidelines for Transportation Facilities

(1) Policy Area Review

(a) Establishment of Staging Ceilings

For the purposes of transportation analysis, the County has been divided into 246 areas called traffic zones, as seen in Map 1. Based upon their transportation characteristics, these areas are grouped

into transportation policy areas. In many cases, transportation policy areas have boundaries that are the same as planning area boundaries.

Map 2 shows the policy areas, and the standards of transportation Level of Service assigned to each of them. These levels of service standards represent a statistical average over the whole policy area. They are used in the calculations in the traffic simulation model described below. In general, the average level of service standards posted for each policy area are based on a policy that it is appropriate to permit greater congestion to occur in areas in which greater transit availability provides an alternative mode of travel for many travelers in the area. In that way, there is an opportunity for an approximately equivalent overall transportation level of service to the residents and employees throughout the County.

Chart 1 provides a refined basis for showing the correspondence between transit availability and the average level of service standards. It is based primarily upon the material presented in Chapter 6 of the Planning Department background report "Alternative Transportation Scenarios and Staging Ceilings," dated December, 1987. In Chart 1, combinations of transit service that provide increased coverage and frequency and with more accessible and closer spaced stations and stops, are ranked as defining a higher level of transit service.

These underlying conceptual and operational measures of coverage, route density, frequency of service, and accessibility to transit are used primarily in a qualitative manner to describe and rank order the six different transit LOS categorical definitions in Chart 1. This approach takes into account fixed guideway transit systems such as Metrorail, MARC commuter rail, or possible light rail trolley systems. It also applies to bus-based transit systems, high occupancy vehicle priority systems, and auto dependent transit systems which are based in large part on park/ride access as opposed to walk and bus access.

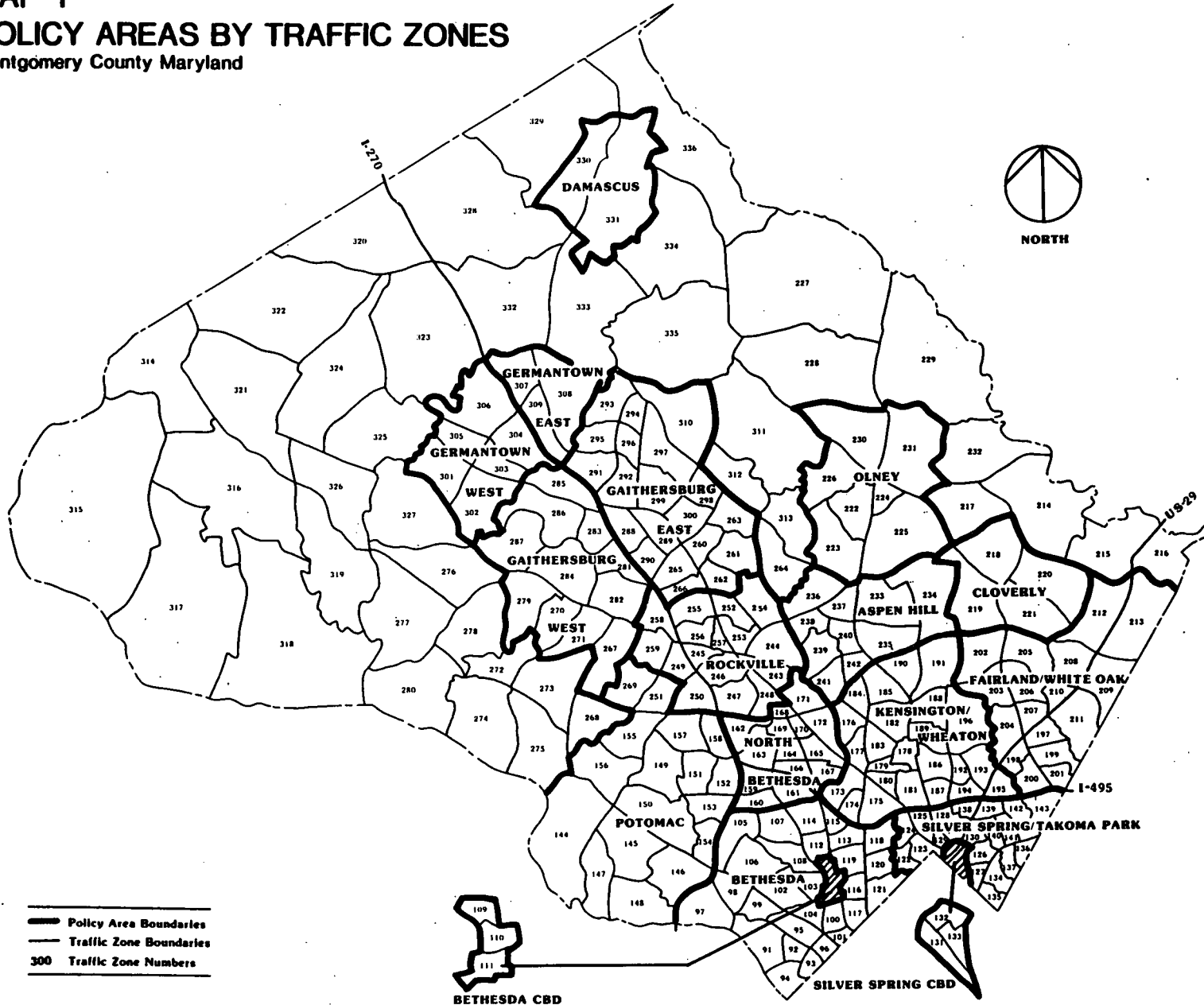
Through the use of a computerized traffic simulation model, the Planning staff has computed a balanced relationship between a programmed set of transportation facilities and a geographical pattern of jobs and housing units. Policy area ceilings have been established through a process which assigns a hypothetical future land use pattern (i.e., jobs and housing units derived from interim market projections) to the County and tests its traffic impact through the use of this model. Through a process of repetitive trial and error, this land use pattern has been modified so that it produces a traffic volume and distribution that is equivalent to the average level of service standard for each policy area.

The allocation of transportation capacity between jobs and housing by the County Council reflects its approach to the General Plan recommendation that jobs and housing be balanced. Attainment of that goal is often expressed by the ratio that describes the relationship between the number of employed residents per household to the number of jobs per household. Since the current jobs-to-housing ratio of existing and approved development is tilted towards jobs, allocations of new capac-

MAP 1

POLICY AREAS BY TRAFFIC ZONES

Montgomery County Maryland



MAP 2 STANDARDS OF TRANSPORTATION SERVICE

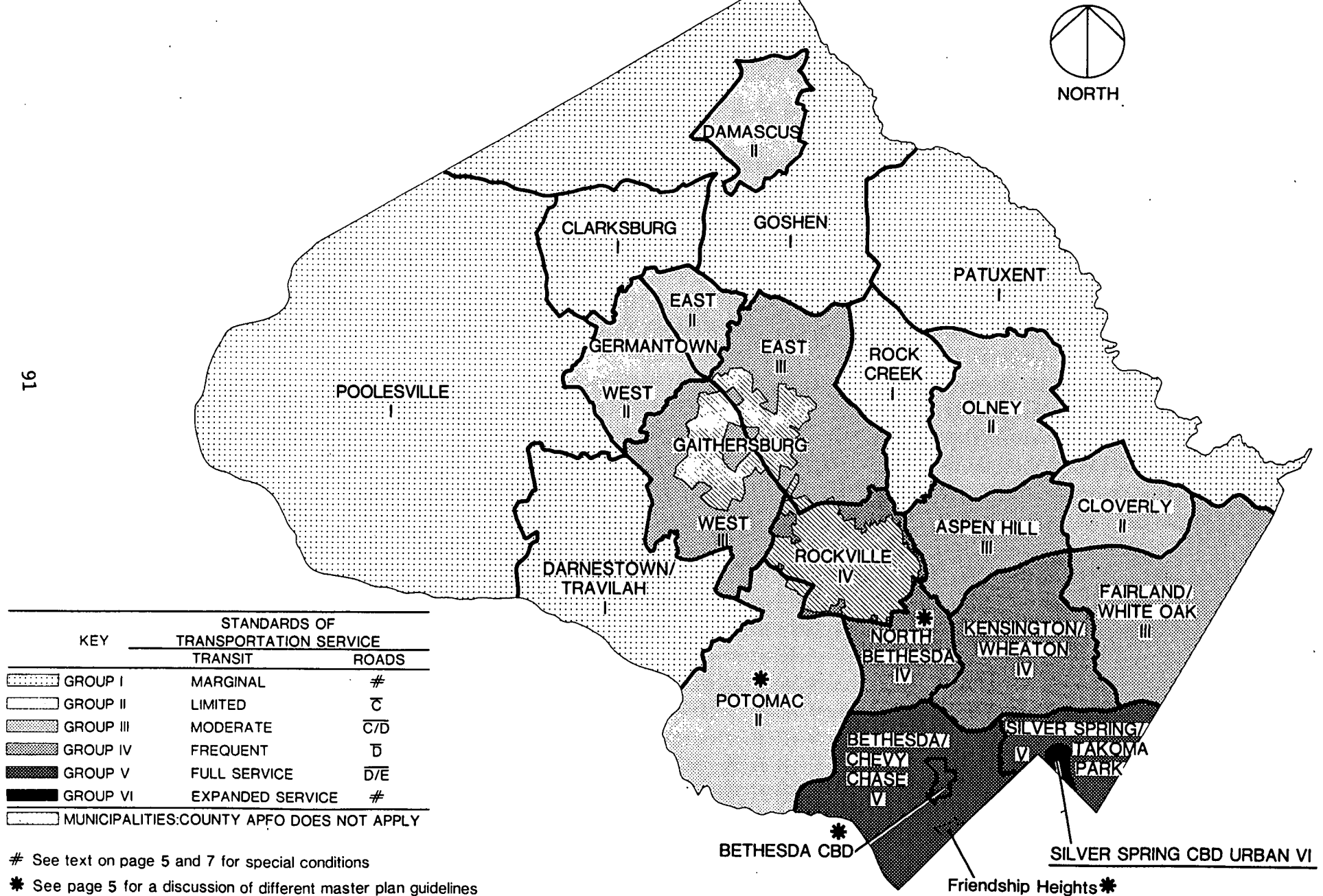


CHART 1: CORRESPONDENCE BETWEEN TRANSIT AVAILABILITY AND AVERAGE LEVEL OF SERVICE STANDARDS

Average Level of Service Standards	Group Classifications	Public Transport Alternatives to Automobile Travel	Transit Services Available or Programmed				
			Auto Dependent System	and/or	Bus Base Systems	and/or	Fixed Guideway Systems
			Park/Ride Access	Community and Local Bus Service	Regional Park/Ride Express Bus and High Occupancy Vehicle Priority Systems	Commuter Rail or Light Rail	Metrorail
*	I	Marginal	Marginal access to stations or bus routes outside of the area	Not available	Not available	Marginal amount of the area is within walk access	Not Available
\overline{C}	II	Limited	Limited number of park/ride spaces	Limited coverage and frequency	Limited park/ride spaces or lots with local bus service	Limited park/ride access and walk access	Park/ride and kiss/ride access limited to nearby stations outside of the area
$\overline{C/D}$	III	Moderate	Moderate number of park/ride spaces, limited kiss/ride service	Moderate coverage, service limited to policy frequencies	Moderate express bus service in conjunction with a system of park/ride lots	Moderate parking or walk access with system transfers	Moderate station coverage in the area with associated feeder access
\overline{D}	IV	Frequent	Moderate park/ride spaces and moderate kiss/ride service	Moderate coverage, combined policy and frequent demand-based service	Priority treatment for frequent express buses, local circulation feeder services in conjunction with a system of park/	Same as Group III above	More dense spacing of stations and bus routes
$\overline{D/E}$	V	Full	Limited park/ride with full reliance on kiss/ride access	Full area coverage and a large number of routes with frequencies based on demand	Same as Group IV above	Same as Group III above	Full frequency and full reliance on kiss/ride, easier walk and bicycle access
*	VI	Expanded	Expanded park/ride with reliance on kiss/ride access	Expanded bus frequencies; 100 buses in PM peak	Same as Group IV above	Same as Group III above	Designated CBD; controlled parking; Transportation Mgmt. District

* See Text of the Recommended FY 90 AGP for Methods and Standard of Measuring Traffic.

Source: Montgomery County Planning Department.

ity, as well as allocations of any reductions in capacity, should generally favor housing.

Some modifications to this approach may be made in specific policy areas to reflect the character of an area and its related development policies as set forth in the relevant master plan(s) and the size and allocation of jobs and housing in the existing base and pipeline of development. Modifications may also be made to avoid or reduce the duration of any subdivision moratorium or to address specific equity considerations. The product of these adjustments is tested against the appropriate level of service in the transportation model to determine the specific ceiling allocation as described above. The staging ceilings established by this method are shown in Table 1.

The ceiling in the Fairland/White Oak Policy Area is set at the C/D average level of service. This reflects the policy decision in the Eastern Montgomery County Master Plan that housing density, reduced for environmental reasons near the high-quality Paint Branch tributaries, should be increased in the U.S. 29 corridor where it can be better served by transit, and that, as the number of jobs and housing in this corridor increases, transit service can be increased to adequately serve the transportation needs of this density. The existing and programmed transit facilities and services in the Fairland/White Oak Policy Area are sufficient to classify it as a Group III Policy Area with moderate transit service.

The traffic simulation model takes into account all existing and approved development and all eligible programmed transportation CIP projects. For these purposes, "approved development" includes all approved preliminary plans of subdivision. "Eligible programmed transportation CIP projects" include all County CIP, State Transportation Program projects, and City of Rockville or Gaithersburg projects for which 100 percent of the expenditures for construction are estimated to occur within the first four years of the applicable programs.

Because of the unique nature of the Georgetown Branch Trolley Project in comparison with other transportation systems which are normally used in calculating development capacity, it is prudent to approach the additional capacity from the system in a conservative way, particularly with respect to the timing of capacity and the amount of the capacity recognized. Therefore, the counting of capacity from the Georgetown Branch Trolley Project will not occur until the actual system is constructed and operating, or at least until there is reasonable certainty as to its exact date of operation and amount of actual ridership.

With regard to developer participation projects for MD 118, Father Hurley Boulevard, and MD 117, the counting of additional capacity from these roads must not occur until:

1. proposed developer contributions have been committed by written agreement with the Department of Transportation and the Planning Board;

Table 1

FY 92 AGP Transportation Ceilings
(January 1990 Base)

<u>Policy Areas¹</u>	<u>Jobs Ceiling²</u>	<u>Housing Units Ceiling²</u>
Aspen Hill	348	(2,180)
Bethesda CBD ³	4,093	1,383
Bethesda/Chevy Chase	11,049	3,649
Cloverly	(85)	(1,185)
Damascus	748	(601)
Fairland/White Oak	(4,484)	(361)
Gaithersburg East	4,294	5,045
Gaithersburg West	24,462	9,268
Germantown East	2,092	2,317
Germantown West	7,099	1,590
Kensington/Wheaton	6,477	2,573
North Bethesda	5,191	2,667
Olney	834	2,479
Potomac ³	2,805	3,118
Rockville	15,912	3,567
Silver Spring CBD	10,800	3,382
Silver Spring/Takoma Park	936	660
Total Policy Areas ⁴	<u>97,140</u>	<u>41,698</u>

- ¹ Group I Policy Areas (e.g., Clarksburg) are not assigned staging ceilings. In these areas, subdivision applications are subject to Local Area Transportation Review, as well as to relevant zoning and water and sewer constraints.
- ² The ceilings indicate the amount of additional development that can be supported with the transportation capacity available from the first four years of the anticipated FY 92-97 CIP or FY 91-96 State CTP. Negative numbers indicate the amount by which the estimated level of development exceeds the ceiling.
- ³ Although ceilings are shown for all policy areas, development in Potomac is controlled by Zoning/Water/Sewer constraints and in the Bethesda CBD by the Cordon Capacities established in the CBD Sector Plan.
- ⁴ Numbers in columns may not sum to policy area totals as negative numbers are treated as zero for summation purposes.

Source: Montgomery County Planning Department, Research Division, October 1990.

2. construction of roads is certified in the Approved Road Program as having 100 percent of the funds appropriated for construction costs and the County Executive has determined that construction will begin within 2 years; and
3. conditions of preliminary plan approval ensure that construction of the proposed development will not precede construction of the necessary road capacity.

Planning staff shall keep a record of all previously approved preliminary plans and other data about the status of development projects, and continuously update the pipeline number of approved preliminary plans, thus constantly keeping in view, and presenting to the Planning Board, the amount of capacity still available under the adopted ceiling at any given time. The continuous updating shall include all changes to the amount of development approved under outstanding preliminary plans, with the exception of those which result from the discovery of accounting errors. Such errors shall be reported to the Council each year in May prior to the Council's adoption of the AGP and shall be reported on a quarterly basis, or more frequently, to the Planning Board who may bring them to the attention of the Council if the Board judges them to be significant. (Table 2 shows the net capacity remaining as of September 27, 1990.) The Planning Board should maintain a periodically updated queue list of applicants for preliminary plan of subdivision approval.

When the subdivision pipeline has risen to meet the ceiling, no more subdivisions shall be approved by the Planning Board in that policy area, except under certain special circumstances, which are outlined below.

(b) Silver Spring CBD Policy Area Ceiling

The Silver Spring CBD was established as a separate Group VI Policy Area in 1987, as categorized on Map 1 and Chart 1. The boundaries of the new policy area are shown on Map 3.

The job and housing ceilings for this Group VI Policy Area must meet the following administrative guidelines:

- o All traffic limitations are derived from the heaviest traffic demand period, in Silver Spring's case, the p.m. peak hour outbound traffic;
- o The average level of service for the surrounding Silver Spring/Takoma Park Policy Area must not be worse than the adopted average standard of D/E;
- o The outbound traffic, including both local CBD traffic and through traffic, must not exceed the Silver Spring practical cordon capacity of 18,000 vehicles in the peak hour; and

Table 2

REMAINING CAPACITY UNDER
FY 92 AGP Transportation Ceilings as of September 27, 1990
(January 1990 Base)

Policy Areas ¹	Jobs Ceiling ²	Pipeline	Remaining Capacity	Housing		Remaining Capacity
				Units Ceiling ²	Pipeline	
Aspen Hill	348	14	334	(2,180)	2,959	(5,139)
Bethesda CBD ^{3,4}	4,093	3,734	359	1,383	586	797
Bethesda/Chevy Chase ⁴	11,049	1,054	9,995	3,649	1,598	2,051
Cloverly	(85)	100	(185)	(1,185)	380	(1,565)
Damascus	748	608	140	(601)	222	(823)
Fairland/White Oak	(4,484)	7,176	(11,660)	(361)	1,763	(2,124)
Gaithersburg East	4,294	10,600	(6,306)	5,045	3,422	1,623
Gaithersburg West	24,462	22,965	1,497	9,268	5,427	3,841
Germantown East	2,092	2,085	7	2,317	2,201	116
Germantown West	7,099	8,326	(1,227)	1,590	2,366	(776)
Kensington/Wheaton ⁴	6,477	369	6,108	2,573	493	2,080
North Bethesda ⁴	5,191	7,117	(1,926)	2,667	1,295	1,372
Olney	834	850	(16)	2,479	2,449	30
Potomac ³	2,805	624	2,181	3,118	1,442	1,676
Rockville	15,912	19,601	(3,689)	3,567	1,387	2,180
Silver Spring CBD ⁴	10,800	9,859	941	3,382	2,047	1,335
Silver Spring/Takoma Park ⁴	936	974	(38)	660	201	459
Total Policy Areas ⁵	97,140	96,056	21,562	41,698	30,238	17,560

¹ Group I Policy Areas (e.g., Clarksburg) are not assigned staging ceilings. In these areas, subdivision applications are subject to Local Area Transportation Review, as well as to relevant zoning and water and sewer constraints.

² The ceilings indicate the amount of additional development that can be supported with the transportation capacity available from the first four years of the anticipated FY 92-97 CIP or FY 91-96 State CTP. Negative numbers indicate the amount by which the estimated level of development exceeds the ceiling.

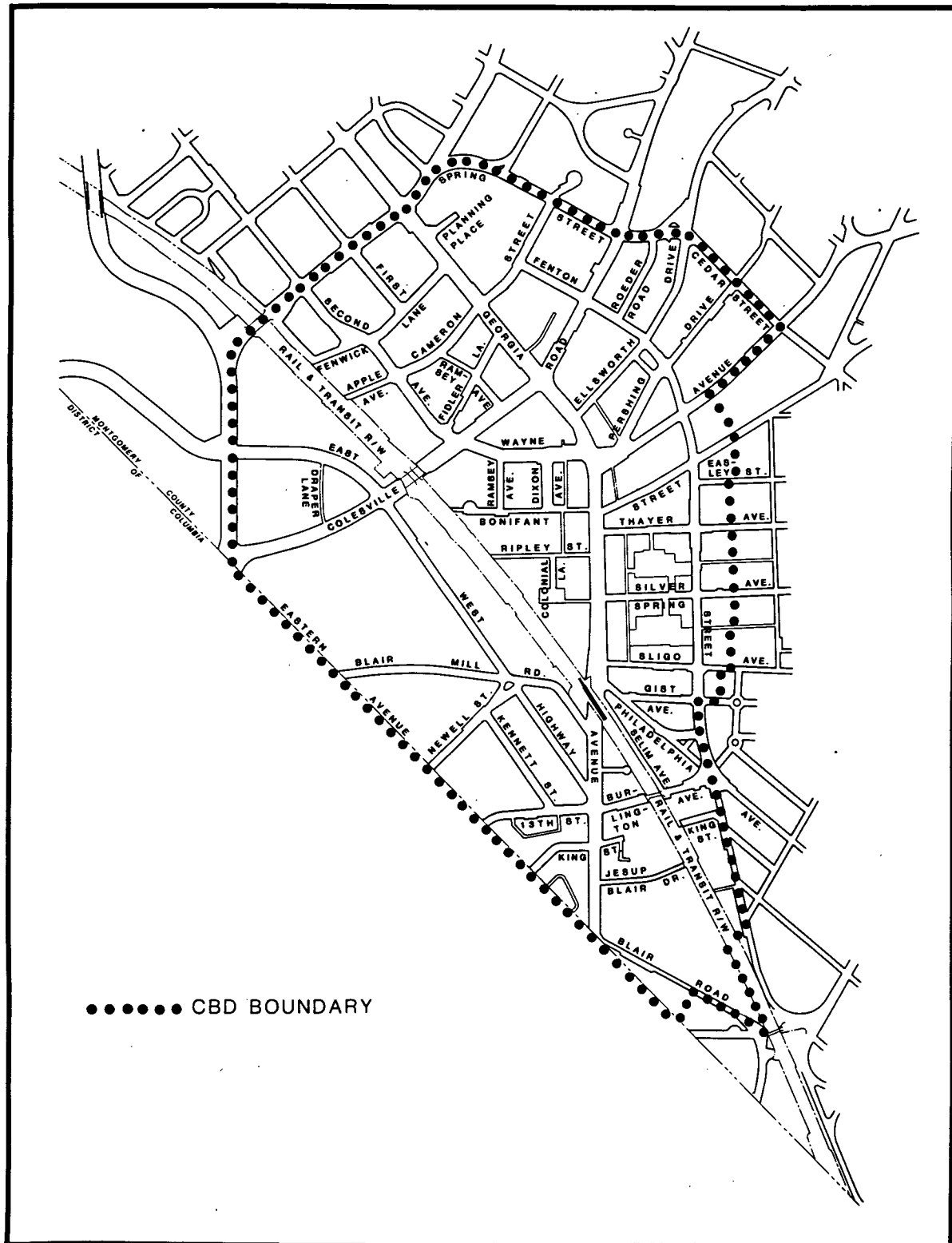
³ Although ceilings are shown for all policy areas, development in Potomac is controlled by Zoning/Water/Sewer constraints and in the Bethesda CBD by the Cordon Capacities established in the CBD Sector Plan.

⁴ The jobs pipeline in down-County policy areas has been decreased, due to a change in the employee multiplier for office space. Based on a 1989 study by the Research Division, the down-County multiplier has been changed from 200 sq. ft. per employee to 225 sq. ft. per employee.

⁵ Numbers in columns may not sum to policy area totals as negative numbers are treated as zero for summation purposes.

Source: Montgomery County Planning Department, Research Division, October 1990.

MAP 3 SILVER SPRING POLICY AREA BOUNDARY



..... CBD BOUNDARY



- o The Planning Board and the Department of Transportation will implement Transportation Systems Management for the Silver Spring CBD; the goal of this program will be to achieve the commuting goals for transit use and auto occupancy rates set out below.

The County Government, through the Silver Spring Parking District, will constrain the amount of public and private long-term parking spaces.

For the FY 89 Annual Growth Policy, a net remaining jobs capacity ceiling of 10,750 as of October 8, 1987, of which at least 2,000 must be retail, 250 are reserved for standard method projects, and a net remaining housing capacity of 3,382 dwelling units meet these administrative guidelines. [Since October 1987, a total of 10,310 jobs have received preliminary plan approval. Of these, 2,184 are retail jobs. Of the 441 remaining jobs as of September 1989, 231 remain reserved for standard method projects. Since October 1987, a total of 1,698 housing units have received preliminary approval for a net remaining housing capacity of 1,684 units.] As of September 27, 1990, the net remaining capacity for jobs is 941 using an office employee multiplier of 225 square feet per job. As of September 27, 1990, the net remaining capacity for housing is 1,335 units. (The pipeline does not yet count projects which only have project plan approval such as Cameron Street.) The parking constraints and commuting goals needed to achieve satisfactory traffic conditions with these ceilings are as follows:

- o **Parking constraint**

A maximum of 17,500 public and private long-term spaces when all nonresidential development is built (this maximum assumes a peak accumulation factor of .9, which requires verification in Silver Spring and may be subject to revision). Interim long-term parking constraints will be imposed in accordance with the amount of interim development. Long-term public parking spaces will be priced to reflect the market value of constrained parking spaces.

- o **Commuting goals**

For employers with 25 or more employees, 25 percent mass transit use and auto occupancy rates of 1.3 persons per vehicle; for new nonresidential development, 30 percent mass transit use and auto occupancy rates of 1.3 persons per vehicle.

To achieve these goals it will be necessary to require developers of new development in Silver Spring to enter into traffic mitigation agreements and the employers and certain owners to submit transportation mitigation plans as set forth in the Transportation Systems Management legislation (Bill #24-87).

Each Annual Growth Policy will reflect the Annual Report of the Silver Spring Transportation Management District, which must include a report of the status of critical signalized intersec-

tions (as defined in the report of October 5, 1987). The Annual Growth Policy must include a projection of future traffic conditions based on intersection improvements in the proposed CIP and full achievement of the Transportation Management District goals. The Council will take this information into account in the decisions on the Growth Policy and the CIP.

In accordance with the amendment to the Silver Spring Sector Plan, subdivision applications for nonresidential standard method projects throughout the CBD may be approved for development or additions of not more than 5,000 square feet of gross floor area. (If, for a particular use, the addition of five peak hour trips yields a floor area greater than 5,000 square feet, that additional area may be approved for that particular use.)

(c) Aspen Hill and Kensington/Wheaton Policy Areas

Aspen Hill is established as a separate policy area and is classified as a Group III area with an average LOS standard of C/D. It is separated from the former Kensington/Wheaton/Aspen Hill area. The boundary separating the Aspen Hill policy area from the Kensington/Wheaton Policy Area is the Rockville Facility right-of-way. Kensington/Wheaton is established as a separate policy area and is classified as a Group IV area with an average LOS standard of D. Boundaries with other policy areas contiguous with the former Kensington/Wheaton/Aspen Hill policy area remain as delineated under the FY 1989 Annual Growth Policy.

(d) Special Ceiling Allocation for Affordable Housing and Health Care Facilities.

The County's policy of balancing growth in each policy area with the supply of public facilities may have the effect of undermining other important County policies for the provision of: 1) a balanced and adequate housing supply, with emphasis on the availability of affordable housing for low and moderate income families, and 2) reasonably accessible health care facilities. This subsection provides a limited exception to policy area review requirements to ensure that these policies are not undermined. The Planning Board may approve subdivision applications for affordable housing and health care facilities in any policy area with insufficient net remaining capacity, according to the following guidelines:

(i) Affordable Housing

- (1) An affordable housing development is defined as a housing development which is either owned by the Housing Opportunities Commission or by a partnership in which HOC is the general partner; or, a privately-owned housing development in which 20 percent of the units are occupied by households at or below 50 percent of the area median income, adjusted for family size, or 40 percent of the units are occupied by households at or below 60 percent of the area median income, adjusted for family size. Such a development must be

certified by HOC as having met the definition of affordable housing and the owner of such development must enter into an agreement with HOC to maintain the occupancy requirements for a period of at least 15 years. These requirements include the provision of any MPDUs.

- (2) For projects owned or controlled by HOC, the Planning Board may approve in FY 92 affordable housing developments which include up to 125 units in a policy area with insufficient net remaining capacity or, for privately owned affordable housing developments, the Planning Board may approve projects which include up to 300 units in a policy area with insufficient net remaining capacity. In policy areas with both HOC owned and controlled developments and privately owned affordable housing developments, the Board may approve an aggregate of 300 units under this paragraph.

(ii) Health Care Facilities - General

- (1) "Health care facility" and "medical service" have the meanings defined in Title 19 of the Health - General Article of the Maryland Code. "Health care facility" does, however, include kidney disease treatment facilities. It includes a medical office building and medical or dental clinic, as permitted in the zoning ordinance, provided that no general office space is leased or otherwise made available. It does not include home health care agencies.
- (2) Assuming all other requirements for preliminary plan approval are met, and subject to all limitations of this subsection, the Planning Board may grant a special ceiling allocation for a health care facility if:
 - (a) a State certificate of need has been issued for a health care facility requiring such approval, or
 - (b) for facilities not requiring a certificate of need, a determination is made under this paragraph that:
 - (I) a need exists for the proposed health care facility due to an insufficient number of practitioners or facilities providing similar medical services presently available to existing or previously approved concentrations of population within the policy area and that the applicant reasonably can be expected to serve that specific need, and
 - (II) the needs to be served by the health care facility cannot be reasonably accommodated in existing or previously approved (but unbuilt) general office space within the policy area.

(iii) Health Care Facilities - Procedures

- (1) Upon receipt of a request for a special ceiling allocation under subparagraph (ii)(2)(b), the Planning Board must refer the request to: (1) the Office of Zoning and Administrative Hearings with procedural instructions for a hearing on the request and
- (2) the Director of the Department of Health for the director's recommendation on the issue of need under subparagraph (ii)(2)(b)(I).
- (2) The applicant must voluntarily consent to a deferral of its application before the Planning Board until after completion of proceedings before the hearing examiner. Requests must be considered on a first come, first served basis in the making of the request for the special ceiling allocation. The Director of Health must make its recommendation to the hearing examiner, which shall become a part of the hearing record. The hearing examiner must transmit both the record and a recommendation to the Planning Board in accordance with the Board's procedural instructions. The Planning Board may rely on the record before the hearing examiner without need for further testimony. As with other subdivision issues, the applicant has the burden of producing evidence to support its request and the burden of proof on all applicable standards.

(iv) Health Care Facilities - Findings

- (1) In making a determination of need under subparagraph (ii)(2)(b)(I), the following factors, among other relevant information, should be considered: (1) the recommendation of the Director of the Department of Health, (2) any state or local health plan for the area, (3) the type of medical service and number of practitioners providing the service who are located within the policy area or within a reasonable distance in contiguous policy areas, (4) the business plan of the applicant, (5) occupancy projections, including proposed lease or similar arrangements, and (6) any proposed acquisition or relocation of specialized medical equipment.
- (2) In making a determination on the practicality of existing or planned general office space to reasonably accommodate the needs served by the proposed health care facility under subparagraph (ii)(2)(b)(II), the following factors, among other relevant information, must be considered:
 - (a) the certainty of suitable general office space becoming available within the time frame proposed by the applicant;
 - (b) the need for special construction (i.e., sound proofing, lead lined walls, or other facilities or construction not normally provided in general office space), plumbing, electrical (i.e., dedicated lines for special

equipment), or similar requirements for at least a majority of occupants;

- (c) if otherwise suitable general office space is in close proximity to or is likely to serve (based on proposed lease or similar arrangements) other health care facilities, medical practitioners, or related services; and
- (d) the likelihood that otherwise suitable general office space will be able to satisfy the needs identified under subparagraph (ii)(2)(b)(I), based on the current marketing plans of the owner of the general office space, cost to the practitioner or health care facility, or other market factors.

A negative finding under either item (a), (c), and (d), above, or an affirmative finding under item (b), above, is sufficient to satisfy the standard under subparagraph (ii)(2)(b)(II).

(v) Health Care Facilities - Special Limitations

- (1) The Planning Board must not approve a preliminary plan for a medical office building or medical or dental clinic under this paragraph that is expected to produce more than 50 new or additional jobs.
- (2) A health care facility must not be granted more than one special allocation under this paragraph.
- (3) Not more than 50 jobs may be approved in a policy area, or 100 jobs, in the aggregate County-wide, in FY 92.
- (4) The applicant must enter into an agreement with the Planning Board to maintain the development as a health care facility for a period of at least 15 years and to undertake appropriate traffic mitigation measures.

(vi) Special Ceiling Allocations - General Requirements

- (1) Any development approved under this subsection must meet all zoning requirements and all other subdivision requirements, including standards for Local Area Transportation Review.
- (2) Development approved under this subsection will be added to the pipeline.
- (3) The final draft Annual Growth Policy for FY 93 must contain a list of all pending or approved development under this subsection.

(e) Ceiling Flexibility for Developer Participation Projects

Staging Ceiling Flexibility allows the Planning Board, after considering the recommendation of the County Executive, to approve a preliminary plan application which exceeds the staging ceiling. In allowing the staging ceiling to be exceeded, caution should be exercised to assure that the average level of service for the relevant policy area is not adversely affected. Except as otherwise expressly stated in this subsection, the same level of service criteria already established in the Annual Growth Policy shall be used in evaluating an application to be approved under these ceiling flexibility provisions.

In general, such approval above the staging ceiling shall be conditioned upon the planned and scheduled construction by either the applicant and/or the government, of some public facility projects, or other appropriate capacity measure, (such as the private operation of a transit program) which, if added to the approved CIP or CTP programmed facilities, will add capacity or its equivalent to the existing facility system and result in no lessening of the area-wide level of service.

In general, the capacity addition must be scheduled for completion at the same time or before the proposed development is to be completed. The application must also be approved under Local Area Transportation Review standards. The nature, design, and scale of the additional project or program must receive prior approval from the relevant governmental agencies responsible for constructing or maintaining such facilities or programs. The recommendation of the Executive also will be evaluated carefully.

Both the subdivision plan and the necessary additional facilities must be in accordance with an adopted master plan or other relevant policy statement; the design of the facilities must be subject to mandatory referral to the Planning Board; and the applicant and the relevant public agency must execute an appropriate public works agreement prior to record plat approval.

The phrase "additional transportation facilities" means transportation facilities other than those on which the policy area staging ceilings of the current Annual Growth Policy are based:

(i) Full-Cost Developer Participation

In cases where the applicant agrees to pay for the full cost of all the additional necessary public facilities, and the relevant administering agency has agreed, the Planning Board may approve subdivision plans whose public facility needs exceed the net remaining capacity under the adopted staging ceiling.

Where the applicant commits to provide the full cost of a transit, para-transit, or ridesharing program, such application may be deemed to have passed the staging ceiling test,

insofar as transportation is concerned, if the Board finds, after reviewing recommendations of the County Executive, that the program will reduce the number of peak-hour, peak-direction automobile trips by as many trips as would be generated by the proposed development. After a preliminary subdivision plan has been approved on this basis, later applications may be credited for reduced trips generated by the new proposal.

(ii) Partial-Cost Developer Participation

Partial-cost developer participation is available for certain types of development projects under certain circumstances described below. In cases of proposed partial-cost developer participation, the Planning Board may approve subdivision plans whose public facility needs exceed the net remaining capacity only if the following criteria, standards, and requirements set forth in paragraphs (1) and (2) below are met. Related guidance to the Planning Board is set forth in paragraph (5), including provisions relating to approval of, and participation by, other subdivision applicants. Procedures and requirements for executive and legislative action for partial-cost developer participation are contained primarily in paragraphs (3) and (4).

(1) Eligible Project Criteria

- (a) The project has a development staging plan beyond 4 years and enables the consolidation or expansion of an employer already located in the County or allows the establishment of facilities for a new employer. Employer facilities must be primarily for specific and defined employment needs of the employer and not for the sale or leasing of speculative office, industrial, or retail commercial space. The employer's business plan, purchase or lease arrangements, staging plan, occupancy projections, and other relevant factors should be considered to determine the primary purpose of the proposed facilities; or
- (b) The project has a development staging plan extending beyond 4 years and enables planned development of superior and integrated design and/or transit serviceability in zoning categories that expressly allow partial-cost developer participation as designated by the District Council;
- (c) The project is to be located in the Research and Development Village, including the County-owned Life Sciences Center, as identified in the approved and adopted Master Plan; or

- (d) The project is to be located in the Germantown Town Center, as identified in the approved and adopted Germantown Comprehensive Master Plan.

(2) Public-Private Participation Requirements

- (a) Additional transportation facilities proposed to serve an eligible project must be sufficient, when combined with net remaining capacity, to provide policy area capacity for both the eligible project and other completed subdivision applications that have been filed earlier than that of the eligible project within the policy area.
- (b) The applicant for the eligible project agrees to condition subdivision approval on a staging schedule which will link the issuance of specific building permits receivable in each staging period to the execution of specific transportation construction contracts in the same staging period.
- (c) The applicant for the eligible project must construct or agree to pay all costs for all additional transportation facilities other than those facilities currently included for start of construction within the first six years of the adopted CIP or within the State Consolidated Transportation Program (CTP).
- (d) The applicant for the eligible project agrees to contribute transportation facilities and/or cash in a minimum amount of the greater of the following:
 - 1. A total of 35 percent of the cost of all additional transportation facilities, with the cost determined as of the date of execution of the construction contract; or
 - 2. A contribution of 100 percent of the costs of all additional transportation facilities other than those facilities currently included for start of construction within the first six years of the adopted CIP or within the adopted CTP; such costs are to be determined as of the date of execution of the construction contract for that transportation facility; or
 - 3. Impact fees, if applicable, at the date of issuance of building permit.

- (e) All applicants with residential components agree to be subject to special conditions with regard to school capacity, as described in Section B, Guidelines for Public School Facilities, below.
- (f) The applicant for an eligible project must execute a memorandum of understanding with the County Executive prior to Council action under paragraph (4)(b) specifying the private sector commitments under this paragraph. A separate participating subdivision applicant may also execute the memorandum of understanding. An applicant must agree in the memorandum of understanding that the public improvement agreement be made a condition of subdivision approval.

(3) Procedures and Action - Executive

All formal requests for staging ceiling flexibility under this provision must be made in writing to the County Executive after the applicant has filed a complete subdivision application with the Planning Board. The County Executive must review the request and determine whether or not to recommend authorizing legislation and/or a CIP amendment. The following items, among other relevant factors, should be considered:

- (a) whether the proposed subdivision plan constitutes an eligible project and otherwise meets all requirements of this subsection;
- (b) whether the proposed additional transportation facilities are consistent with the Executive's transportation program in terms of timing, location, design and cost;
- (c) the effect of the proposal on County operating budget or capital programs;
- (d) the financial and managerial capability of the applicant to undertake all requirements of this subsection utilizing current estimates of rights-of-way, design, and construction costs, adjusted for inflation to the date expected for their payment; and
- (e) the existence of unresolved transportation programming, fiscal, or other policy issues.

On not less than a quarterly basis, the County Executive must transmit to the Council and Planning Board all written requests for partial cost developer participation that were not recommended and a brief description of the reason. The

Council may request the County Executive to re-evaluate a request, provide greater detail, or initiate appropriate budgetary or legislative action.

(4) Procedures and Action - County Council

(a) All proposed CIP amendments and requests for legislative special capital improvement project authorizations must be considered by the Council in accordance with all applicable fiscal and legislative procedures. In addition to any other information required to be submitted under law, the County Executive should submit to the Council information describing:

1. the eligible project for which the facilities are necessary;
2. the proposed staging schedule for both the facilities and the project;
3. public facility programming issues;
4. the impact on the County's finances, including the affordability of the proposed public facility program; and
5. a memorandum of understanding specifying, among other things, the private sector commitments under paragraph (2) above.

Before Council action, the Planning Board should comment on the public facility issues presented by the special capital improvement project legislation or CIP designation, the relationship between the additional transportation facilities and the proposed staging schedule, the effect on policy area ceilings, and any other relevant matters, as appropriate.

(b) For additional transportation facilities required under paragraph (2)(a), above, to be available for partial-cost developer participation under this subsection, the County Council must:

1. enact all authorizing legislation or resolutions that would be required under law for the facility, and
2. designate the additional transportation facilities in the CIP, as appropriate for partial cost developer participation or as being fully funded by the private sector.

Transportation facility projects remain subject to all necessary applicable appropriations and federal, state, and local regulatory or other approvals.

- (c) Subsequent to any favorable County Council action, the County Executive, or designee, must execute a detailed public improvement agreement that formalizes the memorandum of understanding. The County Executive must periodically report to the Council on the status of public improvement agreements under this subsection and notify the Council of any material changes in circumstances affecting its legislative actions under the partial-cost developer participation provisions.

(5) Planning Board Action; Other Subdivision Applicant Participation

- (a) In its determination of whether transportation facilities are adequate to meet the needs of an eligible project, the Planning Board may count those facilities that have received favorable Council action under paragraph (4)(b), above, for both policy area ceilings and Local Area Transportation Review, without the need for those facilities to be shown in the Approved Road Program.
- (b) The Planning Board may similarly count these facilities and approve a subdivision plan with a completed application filing date that is earlier than that of the application of an eligible project if the applicant agrees to participate in the provision of additional transportation facilities, on a proportional trip generation or other agreed cost basis, and in accordance with the staging and public school requirements set forth in paragraph (2)(b) and (e), above. A public improvement agreement may include all participating subdivision applicants.
- (c) A non-participating applicant with an earlier application filing date than the eligible project may have its application approved within the same general time period as the eligible project if it meets normal Local Area Transportation Review requirements; however, it must be conditioned so that building permits will be approved only when building permits for the eligible project or participating subdivisions are eligible for approval. A non-participating applicant remains subject to all Local Area Transportation Review and other regulatory requirements.

(iii) Miscellaneous Provisions

Further staging ceiling flexibility is not available in the Silver Spring CBD because traffic mitigation measures of the Transportation Management District have been relied upon to establish the ceilings for the Group VI Policy Area in Silver Spring.

(f) Ceiling Flexibility - De Minimis Impacts

(i) General.

The approval of preliminary plans which add only a few vehicle trips will be considered on a case-by-case basis by the Planning Board. In general, in policy areas with no ceiling balance (i.e., no remaining capacity), all land at one location for which zoning or other constraints permit no more than ten trips in total may receive approval of up to five trips. Non-residential plans submitted for the purpose of expanding structures which were completed prior to 1982 may receive approval for additional development which add no more than five trips. (The term, "all land at one location," means all land that would be included in a determination of whether a project is a "significantly sized project" under the Planning Board's guidelines for Local Area Transportation Review which were adopted on [December 21, 1989.] October 4, 1990.)

(ii) Small-Scale Retail Convenience Uses with High Pass-By Trips

- (1) Subject to the limitations of this subsection (ii), the Planning Board may approve a non-residential plan for not more than one small-scale convenience use on one lot that:
 - (a) generates primarily pass-by trips, and
 - (b) provides for the needed sale of convenience goods or services to serve the immediate neighborhood.
- (2) The standard under paragraph (1) is satisfied only if:
 - (a) at least 60 percent of the PM peak-hour trips generated by the use are pass-by (not diverted trips) and not more than 20 percent of the PM peak-hour trips generated by the use are primary trips to the use;
 - (b) the gross leasable area of the convenience use does not exceed 3,000 square feet, including any kiosk, storage, or similar buildings;
 - (c) the use is proposed for a single retail establishment and is not part of an expansion of a shopping center;

- (d) a finding of need has been made by the Board of Appeals in conjunction with a special exception; or where a finding of need is not required by law, such a use does not exist or has not been approved by the Planning Board within a 1-mile radius of a proposed location; and
 - (e) the proposed use is consistent with the applicable master or sector plan or is an approved special exception.
- (3) The Board must not approve a proposed plan under this subsection if the proposed convenience use, in combination with adjacent or nearby uses (on lots within 1 mile) that have been approved under this subsection, totals more than 50-peak hour primary destination trips.
 - (4) For purposes of this subsection, "convenience use" means, and is limited to, an automobile filling station, or a convenience food or beverage store, or both, as defined in the zoning ordinance. It does not include a car wash proposed as an accessory use because the high number of weekend primary trips associated with it does not justify a characterization of the use as "small-scale" for a De minimis approval under this subsection.
 - (5) An applicant must show, by clear and convincing evidence, that it meets all requirements of this subsection.

(g) Amendment of Policy Ceilings

From time to time, these staging ceilings may be amended by the Montgomery County Council, after public hearing, to reflect changing conditions such as additions to the Capital Improvements Program or the State's Consolidated Transportation Program, changing patterns of public facility usage, revised levels of public service, and other relevant criteria. The effect of the various traffic alleviation measures approved under the 1986 Interim Growth Policy (i.e., short-term traffic alleviation measures) has not been included in the development of the policy area ceilings. If measurable results become evident, consideration could be given to revision of the ceilings.

Policy area ceilings may also be amended by the County Council to resolve public policy conflicts and to accomplish a particular public policy objective.

(h) Allocation of Staging Ceiling to Preliminary Plans of Subdivision

The Planning Board allocates available staging ceiling capacity in a policy area based on the queue date of an application for preliminary plan of subdivision approval.

(i) Assignment of queue date

The queue date of a preliminary plan of subdivision is the date:

- (1) a complete application is filed with the Planning Board;
- (2) [an updated]a traffic study is filed, if required, to obtain a new queue date under paragraph (iv)(2); or
- (3) 6 months after the prior queue date if the prior queue date expires under subparagraph (iii)(1)(a) and the application does not [include]require a traffic study.

(ii) Calculation of available staging ceiling capacity

The Planning Board determines whether there is adequate staging ceiling capacity available for a project by subtracting the capacity required by projects with earlier queue dates from the remaining capacity on Table 2, as updated periodically. Based on this calculation, the Planning Board may:

- (1) approve a project for which there is sufficient capacity;
- (2) approve part of a project for which there is sufficient capacity, leaving the remainder of the project in the queue until additional capacity becomes available;
- (3) deny an application for a project for which there is insufficient capacity; or
- (4) defer approval of a project and leave the project in the queue until sufficient capacity becomes available for all or part of the project. In situations where there is insufficient capacity, staff [should]will not [re]schedule a hearing on the application unless the applicant requests one.

If there is sufficient capacity for a project based on the queue date, the Planning Board must not deny an application based on pipeline changes while the queue date is in effect.

(iii) Expiration of queue date

- (1) A queue date for an application for preliminary plan of subdivision approval expires:
 - (a) 6 months after the queue date if there [is]was sufficient staging ceiling capacity for the entire project on the queue date and the Planning Board has not [scheduled]approved the application for action, or granted an extension of the queue date (see below);

- (b) 6 months after sufficient capacity becomes available for the entire project if [an updated] a traffic study is not required under paragraph (iv)(1);
 - (c) 6 months after [an updated]a traffic study is filed if required under paragraph (iv)(1); or
 - (d) on the applicant's failure to request background data, to submit [an updated]a traffic study, or to submit a complete updated traffic study after notice that a study is incomplete, all within the time limits in subsection (iv).
- (2) The Planning Board may grant [up to a]one or more 6-month extensions of a queue date if the applicant demonstrates that a queue date expired or will expire because of governmental delay beyond the applicant's control. Planning Board staff may grant one 6-month extension of a queue date for Health Department approval of individual sewage disposal or wells. Any additional queue date extensions for Health Department approval may only be granted by the Planning Board.

(iv) [Updated]Traffic studies

- (1) Required when sufficient capacity becomes available.

The queue date of an application for which there is not sufficient staging ceiling capacity when the complete application is filed[, and which includes a traffic study,] will expire when sufficient capacity becomes available, unless the applicant:

- (a) requests background data from the Planning Board to prepare [an updated]a traffic study within 1 month after capacity becomes available; and
- (b) submits [an updated]a traffic study within 1 month after receiving the background data. However, if the Planning Board provides the background data between June 1 and September 15, the [updated] study must be submitted by October 15.

- (2) Required to obtain a new queue date after expiration

If the queue date of an application which includes a traffic study expires, an updated traffic study must be filed to obtain a new queue date.

- (3) Notice of incomplete [updated] traffic study

The Planning Board must notify an applicant within 15 days after [an updated]a traffic study is filed if the study is incomplete.

An applicant must file a complete traffic study within 30 days of receipt of the notice that a study is incomplete.

(2) Local Area Transportation Review [LAR] (LATR)

The traffic simulation model used for Policy Area Review addresses the average level of traffic in the policy area. If this were the only test, an area with acceptable average level of service could have one or more intersections or roadway links with unacceptably poor levels of service. It is necessary, therefore, that a local area test be applied to assure that new development is not allowed to cause such congestion.

Local Area Transportation Review shall, at all times, be consistent with the standards and staging mechanisms of adopted master plans and sector plans. In the Potomac Policy Area, only the areas contributing traffic to the following intersections will be subject to Local Area Transportation Review: (a) Montrose Road at Seven Locks Road, (b) Democracy Boulevard at Seven Locks Road, (c) Tuckerman Lane at Seven Locks Road, (d) Democracy Boulevard at Westlake Drive, (e) Westlake Drive at Westlake Terrace, (f) Westlake Drive at Tuckerman Lane, and (g) Bradley Boulevard at Seven Locks Road.

In the area designated as the Silver Spring CBD Policy Area, the Planning Board, in consultation with the Department of Transportation, will prepare performance evaluation criteria for its Local Area Transportation Review. These criteria will be used to accomplish: (a) safety for pedestrians and vehicles, (b) access to buildings and sites, and (c) traffic flow within the vicinity, at levels which are tolerable in an urban situation. The County Executive will publish a Silver Spring Traffic Management Program after receiving public comment and a recommendation from the Planning Board. This program will list those actions to be taken by government to maintain traffic flow at tolerable levels in the Silver Spring CBD and protect the surrounding residential area.

For analysis of properties located within the Friendship Heights Central Business District, as defined by the 1974 Friendship Heights Sector Plan, any traffic trips from approved and/or built projects on certain properties in the District of Columbia which exceed the total of 2,329 new trips allocated to those same properties in the District of Columbia pursuant and subject to the August 30, 1973 statement of the Inter-Jurisdictional Policy Task Force on Friendship Heights (as set forth in Appendix "E" and referred to on pages 39-41 of the 1974 Friendship Heights Sector Plan), shall not be used in making a determination that local intersections are operating at adequate levels of service.

Local Area Transportation Review must be undertaken for subdivisions which would generate [more than] 50 or more peak hour automobile trips in either of the following circumstances:

- o For the policy area, total approved development is within 5 percent of the policy area ceiling; or

- o For the local area, the proposed development is located near a congested area.

In administering the Local Area Transportation Review [LAR] (LATR), the Planning Board must not approve a subdivision if it finds that an unacceptable peak-hour level of service will result after taking into account existing roads, programmed roads, available or programmed mass transportation, and improvements to be provided by the applicant. If the subdivision will affect an intersection or roadway link for which congestion is already unacceptable, then the subdivision may only be approved if it does not make the situation worse.

The mid-point of Level of Service E is presumed to be the condition under which a roadway intersection or link is operating at maximum capacity. Critical Lane Volumes or Link Level of Service higher than the mid-point of LOS E are deemed to reduce the overall efficiency of the road network. For Groups II to V Areas, a peak hour level of service below the midpoint of LOS E is unacceptable for Local Area Transportation Review. In Group I Areas, Level of Service below Level of Service D is unacceptable for Local Area Transportation Review. Administrative guidelines for [LAR] LATR in the Silver Spring CBD Policy Area have been adopted by the Planning Board [December 21, 1989] October 4, 1990.

The nature of the [LAR] LATR test is such that a traffic study is necessary if local congestion is likely to occur. The Planning Board and staff will examine the applicant's traffic study to determine whether adjustments are necessary to assure that the traffic study is a reasonable and appropriate reflection of the traffic impact of the proposed subdivision after taking into account all approved development and programmed transportation projects.

For Local Area Transportation Review purposes, the programmed transportation projects to be considered are those included in the most recent edition of the County Executive's Approved Road Program (ARP). The Approved Road Program shall include only roads programmed in the current approved Capital Improvements Program and the Maryland Consolidated Transportation Program for which:

- (1) The County Executive has determined that construction will begin within two years of the effective date of the approved road program, and
- (2) In the case of the County CIP, 100 percent of the expenditure for contracts have been appropriated.

For these purposes, roads required under Section 302 of the Charter to be authorized by law are not to be considered programmed until the time for petition to referendum has expired without a valid petition, or the authorizing law has been approved by referendum.

The Planning Board has adopted guidelines for the administration of Local Area Transportation Review. To the extent that they are consistent with these legislative guidelines, the Planning Board guidelines may continue to apply or to be amended as the Planning Board deems it necessary to do so.

In its administration of Local Area Transportation Review, the Planning Board shall give careful consideration to the recommendations of the County Executive concerning the applicant's traffic study and proposed improvements or any other aspect of the [LAR] LATR.

B. Guidelines for Public School Facilities

(1) Geographic Area

For the purposes of public school analysis and local area review of school facilities at time of subdivision, the County has been divided into 21 areas called high school clusters, as shown in Map 4. These areas coincide exactly with the cluster boundaries used by the Montgomery County Public School system.

The Council evaluated available capacity in each high school cluster and compared enrollment projected by Montgomery County Public Schools for each fiscal year with projected school capacity four years out.

If insufficient capacity was available, the Council determined whether an adjacent cluster or clusters had sufficient capacity to cover the projected deficit in school capacity. The Council's groupings were only for the administration of the Adequate Public Facilities Ordinance and are not in any way a required action by the Board of Education in exercising its power to designate school service boundaries.

(2) School Capacity Measure

The Council used 110 percent of Council funded program capacity as the school capacity measure in the administration of the Adequate Public Facilities Ordinance. This capacity measure does not count relocatable classrooms in computing a school's permanent capacity. Based on the approved FY 91-96 CIP, the Council funded regular program capacity is a class size of 25 for grades 1-6, 44 for half-day kindergarten where it is currently provided, 22 for all-day kindergarten where it is currently provided, and an effective class size of 22.5 for secondary grades.

(3) Grade Levels

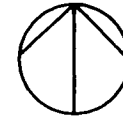
Each of the three grade level clusters, namely elementary, J/I/M, and high school, is assessed separately as part of the Annual Growth Policy. Using the approach outlined above, and assuming the approved FY 92-97 CIP, the Council declares school capacity for school year 1995 to be adequate for anticipated growth during FY 92 in all high school clusters. Tables 3, 4, and 5 present the results of this analysis.

The Planning Board, in its review of preliminary plans of subdivision, shall consider schools to be adequate for APFO purposes in all clusters for FY 1992.

MAP 4

MONTGOMERY COUNTY PUBLIC SCHOOLS

HIGH SCHOOL CLUSTERS



NORTH

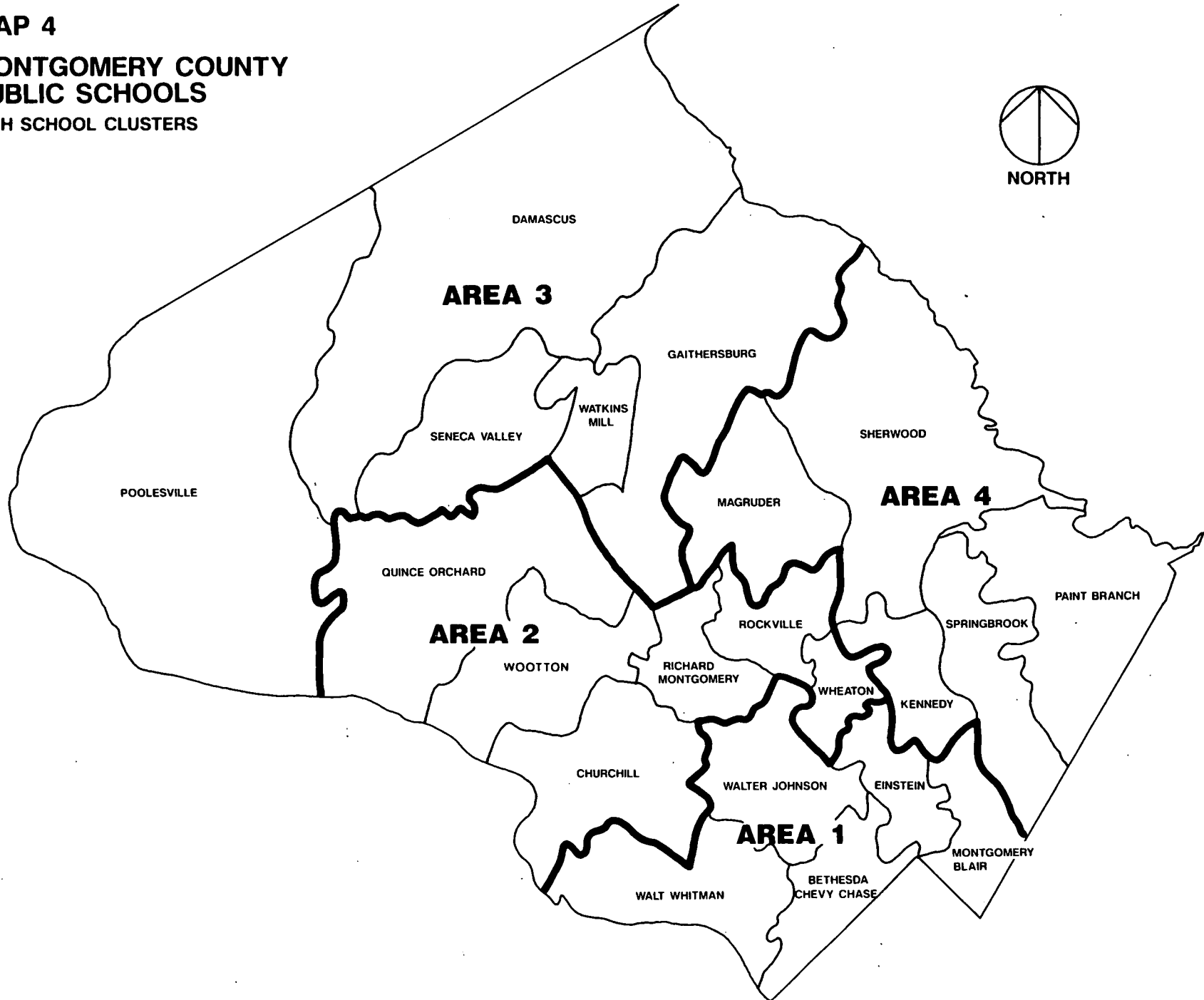


TABLE 3

**(Not Yet Available, Pending Publication of MCPS
Enrollment Forecast and Requested FY 92 CIP)**

TABLE 4

**(Not Yet Available, Pending Publication of MCPS
Enrollment Forecast and Requested FY 92 CIP)**

TABLE 5

(Not Yet Available, Pending Publication of MCPS
Enrollment Forecast and Requested FY 92 CIP)

(4) Affordable Housing

Because school capacity for Adequate Public Facility purposes has been determined adequate for 1992, the Special Ceiling Allocation for Affordable Housing may be invoked only with respect to transportation ceilings. The need for a Special Ceiling Allocation with respect to school capacity will be considered at such time capacity is inadequate for a particular policy area.

(5) Ceiling Flexibility for Partial Cost Developer Participation

When a subdivision with a residential component is approved for transportation capacity under the provisions of the Partial Cost Developer Participation subsection, the Planning Board may approve the subdivision for school facility adequacy if: (a) the subdivision is located in a school cluster area that has been designated as adequate for school capacity, and (b) the applicant agrees to condition his subdivision approval on a staging schedule, which will require the applicant to receive a subsequent APF approval for school capacity for all of the housing units that are scheduled in his staging plan to receive building permits after the end of the four-year period used in calculating school capacity in this Annual Growth Policy. This does not imply any obligation on the part of the Council to provide public school facilities in accordance with any staging plan, and the applicant may provide private resources for school sites and/or school construction in order to assure adequate school capacity.

C. Guidelines for Water and Sewerage Facilities

In accordance with the language of the Adequate Public Facilities Ordinance itself, both for policy areas with a staging ceiling and in those without one, applications shall be considered adequately served by water and sewerage if the subdivision is located in an area in which water and sewer service is presently available, is under construction, or is designated by the County Council for extension of service within the first two years of a current approved Comprehensive Water Supply and Sewerage Systems Plan (i.e., categories I, II, and III), or if the applicant either provides a community water and/or sewerage system or meets health department requirements for septic and/or well systems, as outlined in the Adequate Public Facilities Ordinance. These requirements are determined either by reference to the Water and Sewerage Plan, adopted by the Council, or by obtaining a satisfactory percolation test from the County Health Department.

Applications will only be accepted for further planning staff and Board consideration if they present evidence of meeting the appropriate requirements.

D. Guidelines for Police, Fire and Health Services

The Planning Board and staff shall consider the programmed services to be adequate for facilities such as police stations, firehouses, and health clinics unless there is evidence to believe that a local area problem will be generated. Such a problem is one which cannot be overcome within the context of the approved Capital Improvements Program and Operating Budgets

of the relevant agencies. Where such evidence exists, either through agency response to the Subdivision Review committee clearinghouse, or through public commentary or planning staff consideration, a Local Area Review shall be undertaken. Such review shall seek a written opinion from the relevant agency and will require, if necessary, additional data from the applicant to facilitate the completion of the planning staff recommendation within the statutory time frame for Planning Board action. In performing this Local Area Review, the facility capacity at the end of the sixth year of the approved CIP shall be compared to the demand generated by the "most probable" forecast for the same year prepared by the Montgomery County Planning Department.

E. Guidelines for Resubdivisions

Applications to amend a previously approved preliminary plan of subdivision shall not require a new test for adequacy of public facilities in the following instances:

- o Revisions to a preliminary plan which has not been recorded. Provided that the preliminary plan has not expired and the number of trips which will be produced by the revised plan is not greater than the trips produced by the original plan.
- o Resubdivision of a recorded lot involving the sale or exchange of parcels of land (not to exceed a total of 2,000 square feet or 1 percent of the combined area, whichever is greater) between owners of adjoining properties for the purpose of small adjustments in boundaries.
- o Resubdivision of a recorded lot involving more than 2,000 square feet or 1 percent of the lot area provided that less than three years have passed since preliminary plan approval; or if construction has begun on any portion of the preliminary plan, less than five years have passed since preliminary plan approval; or, if construction of an APF related road improvement required as a condition of the original preliminary plan is proceeding as scheduled, less than 10 years have passed since preliminary plan approval. In addition to meeting the requirements above, the number of trips which will be produced by the revised plan shall not be greater than the trips in the original plan.

II. Timely Adequate Public Facilities Determination and Local Area Transportation Review under Chapter 8 - Buildings.

- A. **General.** Except as "otherwise provided by law," an Adequate Public Facilities determination or Local Area Transportation Review conducted under Article IV of Chapter 8 must use the standards and criteria applicable under Section I. of this Resolution when evaluating the adequacy of public facilities to serve the proposed development.
- B. **Traffic Mitigation Goals.** Any proposed development that is subject to requirements for a traffic mitigation agreement under Article IV of Chapter 8 and Chapter 42A-9A of the County Code must meet the traffic mitigation goals specified in paragraphs (1) or (4), as appropriate.

- (1) Subject to paragraph (2), the portion of peak-period nondriver trips by employees of a proposed development must be at least the following percentage greater than the prevailing nondriver mode share of comparable nearby land use:
 - (a) Group V Policy Areas: 100%
 - (b) Group IV Policy Areas: 80%
 - (c) Group III Policy Areas: 60%
 - (d) Group II Policy Areas: 40%
- (2) The portion of peak-period nondriver trips by employees calculated under paragraph (1) must not be less than 15 percent nor higher than 55 percent.
- (3) The applicant for a proposed development in a policy area specified under paragraph (1) is responsible for: reviewing existing studies of nondriver mode share; conducting new studies, as necessary, of nondriver mode share; and identifying the prevailing base nondriver mode share of comparable land uses within the area identified for the traffic study. Comparable land uses are improved sites within the area identified for the traffic study for the proposed development that have similar existing land use and trip generation characteristics. As with other aspects of the traffic study required by Article IV of Chapter 8 of the Code, selection of the comparable studies and land uses to be analyzed and determination of the prevailing base nondriver mode share are subject to review by the Planning Department of the Planning Board and approval by the Department of Transportation.
- (4) Proposed development in the Silver Spring CBD must meet the commuting goals specified under Section I(A)(1)(b) of this Annual Growth Policy.
- (5) In accordance with Section 42A-9A of the Code, the applicant must enter into an agreement with the Director of the Department of Transportation prior to issuance of a building permit. The agreement may provide for a schedule for full compliance with the traffic mitigation goals. It must provide appropriate enforcement mechanisms for compliance.
- (6) As provided by law, these goals supersede traffic mitigation goals established under Section 42A-9A (a)(4) of the Code.

III. Process for Amending Annual Growth Policy

Chapter 33A, Division 2, of the Montgomery County Code provided that "the County Council may adopt a subsequent resolution, after public hearing, to amend the Annual Growth Policy." The amendment process should be reserved for situations in which a need arises to resolve broad policy issues without waiting for the annual cycle of revision. In such cases, the process should follow a format similar to the one provided for the annual revision process under Chapter 33A, consisting of the following steps:

- (1) A request for amendment must be made in writing to the Planning Board.

- (2) The Planning Board may, in response to such request or on its own initiative, prepare an amendment. The amendment must be accompanied by a statement of the severity of the problem addressed, the nature of the conflict in public policies which is involved, and approaches for resolving the conflict, including any specific recommendations. In cases where the Council or Executive requests an amendment which the Planning Board does not support, the Board must prepare a draft which complies with the original request, in addition to its own recommendations.
- (3) The Planning Board's amendment must be submitted to the County Executive, who may make revisions in the form of specific additions or deletions, and who must then recommend an amendment to the County Council.
- (4) After public hearing by the County Council, the Council may approve, approve with revisions, or disapprove, the amendment recommended by the Executive.
- (5) The Planning Board's amendment must be forwarded to the County Executive not more than forty-five days after receipt of a written request from the Executive or Council. The Executive's recommended amendment must be forwarded to the County Council not more than thirty days after receipt of the Planning Board's amendment. The Council should act on the recommended amendment not more than forty-five days after the closing of the public hearing record.

IV. Issues to be Addressed During Next Fiscal Year

In adopting the FY 1992 Annual Growth Policy, the Council recognizes that not all aspects of a comprehensive approach to growth policy can be dealt with in one year. To ensure that the policy making process continues to be developed and refined, the following matters are to be addressed by the Planning Board and the Executive during the next fiscal year.

Appendix 1:

**The
Capital
Improvements
Program**

TABLE 1: LIST OF HIGHWAY PROJECTS BY POLICY AREA WHICH ARE 100% PROGRAMMED FOR CONSTRUCTION IN THE FIRST FOUR YEARS OF THE FY 91-96 CIP, THE CITY CIPS, OR THE MDDOT FY 90-95 CONSOLIDATED TRANSPORTATION PROGRAM

M-NCPPC 9/17/90

Policy Area	PDF No.	Project No.	Map No.	Project Name (Underlined) with Phases and/or Limits	Scope of Improvement	Approved Road Program of 7/90	100% of Const. Expenditures By Fiscal Year
ASPEN HILL	--	153011	1.	<u>Layhill Road Widening</u> Bel Pre Road to Longmead Road	+2 Lanes Divided	Y	91
BETHESDA CBD							
BETHESDA CHEVY CHASE	8-71	793369	2.	<u>Friendship Blvd./The Hills Plaza</u> Phase I: The Hills Plaza Extended Phase II: Friendship Boulevard	4 Lanes Business Street 4 Lanes Business Street	Y Y	91 93
	--	151087	3.	<u>I-495 Widening (Capital Beltway)</u> Potomac River to River Road (MD 190)	+2 Lanes	Y	91
CLOVERLY	8-54	673940	4.	<u>Bonifant Road -Phase 3</u> Northwest Branch to New Hampshire Avenue (MD 650)	Safety Widening	Y	91
	8-143	863119	5.	<u>Ednor Road Bridge</u> Northwest Branch	2 Lane Bridge	--	91
DAMASCUS	8-128	873121	6.	<u>Sweepstakes Road</u> Cutsail Drive to 700' east of Stowbarn Lane	Residential Primary	N	93
FAIRLAND/ WHITE OAK	--	152040	7.	<u>Columbia Pike (US 29)</u> New Hampshire Avenue (MD 650) Industrial Parkway and Greencastle Road north of Sandy Spring Road (MD 198)	+2 Lanes	Y	91
	8-56	883103	8.	<u>Briggs Chaney Road Widening</u> Phase I: Bridge Widening	+1 Lane	Y	91
	8-61	833888	9.	<u>E.Randolph Road Widening, Phase I</u> b) Kara Lane to Fairland Road c) Fairland Road to Burkhardt Street	+4 Lanes +3 Lanes	Y Y	92 92
	8-55	873114	10.	<u>Briggs Chaney Realignment East</u> Old Columbia Pike to 1400' west	2 Lanes	Y	93
	8-63	833969	11.	<u>E.Randolph Road Widening, Phase II</u> Fairland Road to Old Columbia Pike	+3 Lanes	Y	94
	--	SR-44	12.	<u>MD 650/Randolph Road</u> Randolph Road to Notley Road	+2 Lanes	N	by developer
GAITHERS- BURG EAST	8-102	883104 153065	13.	<u>Midcounty Highway Widening (MD 115</u> <u>Relocated)</u> Montgomery Village Avenue to Shady Grove Road	+2 Lanes Divided	Y	91
	8-126	803400	14.	<u>MD 124 Relocated</u> Midcounty Highway to Emory Grove Road	4 Lanes	Y	by developer
	8-133	853137	15.	<u>Watkins Mill Road - School Access</u> Club Lake Road to Mill Stream Court; Apple Ridge Rd. to past Great Seneca Creek	+2 Lanes	Y	91

TABLE 1 (Continued)

Policy Area	PDF No.	Project No.	Map No.	Project Name (Underlined) with Phases and/or Limits	Scope of Improvement	Approved Road Program of 7/90	100% of Const. Expenditures By Fiscal Year
GAITHERS-BURG EAST (Cont'd.)	8-51	853176	16.	<u>Airpark Road/Shady Grove Road Ext.</u> a. Muncaster Mill Road (MD 115) to Laytonsville Road (MD 124)	4 Lanes	Y	91
				b. MD 124 between MD 124/MD115 Intersection and Gustin's Greenery	+2 Lanes	Y	93
	8-148	823754	17.	<u>Watkins Mill Rod Bridge</u> Whetstone Run Stream	+2 Lanes	--	94
GAITHERS-BURG WEST	8-89	803530	18.	<u>Key West Avenue and MD 28, Phase III</u> Darnestown Road (MD 28) to Great Seneca Highway	+2 Lanes	Y	91
				Great Seneca Hwy. to Shady Grove Rd.	+4 Lanes		
	8-93	743799	19.	<u>Longdraft Road, Phase II</u> Clopper Rd. (MD 117) from Metropolitan Grove Road to Longdraft Road	+2 Lanes	Y	92
				Longdraft Road to Game Preserve Road	+2 Lanes	N	(by developer)
	8-121	853122	20.	<u>Sam Eig Highway</u> Great Seneca Highway to Fields Road	4 Lanes Divided	Y	92
	--	153387	21.	<u>MD 28, Darnestown Road</u> I-270 to Research Boulevard	+2 Lanes	--	94
				Research Boulevard to Gude Drive	6 Lanes Divided	--	94
				Key West Ave. to Dufief Mill Road	+2 Lanes Divided	--	94
				Dufief Mill Rd. to Quince Orchard Rd.	+4 Lanes Divided	--	94
				Quince Orchard Rd. to Riffleford Road	+2 Lanes Divided	--	94
GERMANTOWN EAST	8-131	853137	15.	<u>Watkins Mill Road - School Access</u> Club Lake Road to Mill Stream Court	+2 Lanes	Y	91
	--	151024	22.	<u>I-270 Widening and Middlebrook Road Interchange</u> Montgomery Village Avenue to Germantown Road (MD 118)	+2 Lanes New Interchange	Y	92
	8-106	863125	23.	<u>Middlebrook Road</u> Phase II: I-270 to Frederick Road (MD 355)	+1 Lane	Y	93 (County & developer)
GERMANTOWN WEST	--	151024	22.	<u>I-270 Widening and Middlebrook Road Interchange</u> Montgomery Village Avenue to Germantown Road (MD 118)	+2 Lanes New Interchange	Y	92
	8-106	863125	23.	<u>Middlebrook Road</u> Phase I: Great Seneca Hwy. to I-270	+4 Lanes Divided	Y	93 (County & developer)
KENSINGTON/-- WHEATON		153011	1.	<u>Layhill Road Widening</u> Georgia Ave. (MD 97) to Longmead Rd.	+2 Lanes Divided	Y	91
	8-75	903192	24.	<u>Glenallan Avenue</u> Georgia Avenue (MD 97) to Layhill Road (MD 182)	+1 Lane	N	93
NORTH BETHESDA	--	151024	25.	<u>I-270 Widening</u> Y Split to Montrose Road	+2 Lanes CD Roads	Y	90

TABLE 1 (Continued)

Policy Area	PDF No.	Project No.	Map No.	Project Name (Underlined) with Phases and/or Limits	Scope of Improvement	Approved Road Program of 7/90	100% of Const. Expenditures By Fiscal Year
NORTH BETHESDA (Cont'd.)	8-108	813391	26.	<u>Montrose Road Extension</u> Phase III: Tower Oaks Blvd. to Old Bridge Road and I-270 to Seven Locks Road	+2 Lanes	Y	91
	8-145	813691	27.	<u>I-270 Overpass/Westlake-Fernwood</u> <u>Westlake Terrace to Fernwood Road</u>	4 Lanes	N (County & developer)	94
OLNEY		153370	28.	<u>Laytonsville-Sandy Spring Road (MD 108)</u> a. Olney Mill Road to Headwaters Drive b. Prince Phillip Avenue to Dr Bird Road	+2 Lanes Divided +2 Lanes Divided	Y	93
	8-145	813691	27.	<u>I-270 Overpass/Westlake-Fernwood</u> <u>Westlake Terrace to Fernwood Road</u>	4 Lanes	N	94 (by developer)
POTOMAC	8-145	813691	27.	<u>I-270 Overpass/Westlake-Fernwood</u> <u>Westlake Terrace to Fernwood Road</u>	4 Lanes	N	94 (by developer)
ROCKVILLE	--	151024	22.	<u>I-270 Widening</u> Montrose Road to Shady Grove Road	+2 Lanes CD Roads	Y	90
	8-108	813591	26.	<u>Montrose Road Extension</u> Phase III: Tower Oaks Blvd. to Old Bridge Road and I-270 to Seven Locks Road	+2 Lanes	Y	91
	--	7Q11	29.	<u>West Montgomery Ave. Reconstruction</u> a. I-270 to Nelson Street b. Nelson Street to Adams Street c. Adams Street to Great Falls Road	+2 Lanes 2 Lanes Divided +1 Lane	N N N	91 91 91
	8-138	813127	30.	<u>Avery Road Bridge #49</u> Rock Creek	Replacement	--	92
	--	151035	31.	<u>I-270</u> New Bridge at Ritchie Parkway	4 Lanes	Y	92
	8-119	823865 1D11	32.	<u>Ritchie Parkway</u> Seven Locks Rd. to Rockville Pike (MD 355)	4 Lanes Divided	Y	92
	--	153387	21.	<u>MD 28, Darnestown Road</u> I-270 to Research Boulevard Research Boulevard to Gude Drive	+2 Lanes 6 Lanes Divided	-- --	94 94
	--	6C11	33.	<u>Fleet Street Extension</u> Richard Montgomery Drive to Ritchie Parkway	4 Lanes	--	94
	--	6K11	34.	<u>Southlawn Lane - Lofstrand to Gude</u>	Widening to Standard	--	94
	--	9E12	35.	<u>Southlawn/Dover Connector</u> at Lofstrand Lane	2 Lanes	--	94
SILVER SPRING CBD							
SILVER SPRING/TAKOMA PARK							

TABLE 2: LIST OF TRANSIT RELATED PROJECTS BY POLICY AREA WHICH ARE 100% PROGRAMMED FOR CONSTRUCTION IN THE FIRST FOUR YEARS OF THE FY 91-96 CIP, THE MDDOT FY 90-95 CONSOLIDATED PROGRAM, OR WMATA'S CAPITAL BUDGET

M-NCPPC 9/26/90

Policy Area	PDF No.	Project No.	Map No.	Transit Project Name (Underlined) With Phases and/or Limits	Scope of Improvement	100% of Const. Expenditures By Fiscal Year
FAIRLAND/ WHITE OAK	8-196	783384	1.	<u>Commuter Fringe Parking Lots</u> Seventh Day Adventist Lot	155 spaces	91
	8-200	883152	2.	<u>Greencastle Lakes Park & Ride</u> Greencastle Road north of Robey Road	169 spaces	91
	8-198	913180	3.	<u>Fairland Park & Ride</u> Northwest Quadrant of Fairland Road and US 29	600 spaces	93
	8-203	913179	4.	Scaggsville Park & Ride Southwest corner of Relocated MD 216 and US 29 (in Howard County)	700 spaces	93
KENSINGTON/ WHEATON	8-209	903238	5.	<u>Glenmont Metro Parking Garage</u> WMATA Garage Site	1900 spaces	92

TABLE 3: LIST OF TRANSPORTATION PROJECTS BY POSSIBLE FISCAL YEAR OF IMPLEMENTATION BASED UPON THE FY 91-96 CIP and FY 90-95 CTP

M-NCPPC 9/17/90

Policy Area	PDF No.	Project No.	Map No.	Project Name (Underlined) with Phases and/or Limits	Scope of Improvement	100% of Cons. Expenditure by				
						FY94	FY95	FY96	FY97	FY97+
ASPEN HILL	8-132	898139	1.	<u>Veirs Mill Rd. and Twinbrook Pwy.</u> Veirs Mill Rd. between Twinbrook Pkwy. and Aspen Hill Road	+1 Lane Eastbound				X	
	-	153305	2.	<u>MD 28 Extended</u> Layhill Rd. (MD 182) to New Hampshire Avenue (MD 650)	2 Lanes					X
	-	154002	3.	<u>Intercounty Connector</u> Norbeck Rd. (MD 28) to Columbia Pike (US 29)	Under Design					X
BETHESDA/ - CHEVY CHASE	-	151114	4.	<u>I-495 (Capital Beltway)</u> Connecticut Ave. (MD 185) Interchange	Reconstruct Interchange					X
CLOVERLY	8-100	893128 153337	5.	<u>MD 650-Briggs Chaney Road-Norwood Rd.</u> Section 2: ICC to Briggs Chaney Road Briggs Chaney-Norwood Road Realignment Briggs Chaney Rd. to Spencerville Rd. (MD 198) Section 3: Relocated Briggs Chaney Road to Norwood Road	+1 Lane +1 Lane +1 Lane Reconstruct		X X X X			
	-	154002	3.	<u>Intercounty Connector</u> Norbeck Road (MD 28) to Columbia Pike (US 29)	Under Design					X
	-	153305	2.	<u>MD 28 Extended</u> Layhill Rd. (MD 182) to New Hampshire Avenue (MD 650)	2 Lanes					X
DAMASCUS	8-99	883105	6.	<u>MD 124 Extension (A-12)</u> Main Street (MD 108) to Ridge Road (MD 27)	2 Lanes					X
FAIRLAND/ WHITE OAK	8-100	893128 153337	5.	<u>MD 650-Briggs Chaney Road-Norwood Rd.</u> Section 1: Randolph Road to Notley Road Notley Road to the ICC	Under Design +2 Lanes +4 Lanes		X X			
	8-56	883103	7.	<u>Briggs Chaney Road Widening: Phase II</u> Section 1: Automobile Blvd/Castle Blvd. to Gateshead Manor Way Section 2: Gateshead Manor Way to 300' south of Dogwood Drive Section 3: 300' south of Dogwood Drive to Fairland Road	+2 Lanes Divided +1 Lane +1 Lane					X X X
	-	154002	3.	<u>Intercounty Connector</u> Norbeck Road (MD 28) to Columbia Pike (US 29)	Under Design					X
	-	154166	8.	<u>Intercounty Connector</u> Columbia Pike (US 29) to I-95	6-Lane Freeway					X
	-	152043	9.	<u>US 29 Widening</u> Bridge over New Hampshire Avenue (MD 650)	+2 Lanes					X
	-	152019	10.	<u>US 29 Improvement Study</u> I-495 to Howard County	Under Study					X
	8-66	893134	11.	<u>Fairland Road East</u> Columbia Pike (US 29) to PG County Line	Safety Widening					X

TABLE 3(Continued)

Policy Area	PDF No.	Project No.	Map No.	Project Name (Underlined) with Phases and/or Limits	Scope of Improvement	100% of Cons. Expenditure by				
						FY94	FY95	FY96	FY97	FY97 +
GAITHERS-BURG EAST	8-82	863117 154166	12.	<u>Intercounty Connector</u> I-370 to Norbeck Road (MD 28)	Under design					X
	8-134	883109	13.	<u>Watkins Mill Road Extended</u> I-270 to Frederick Ave. (MD 355)	4 Lanes Divided					X
	8-72	863116	14.	<u>Germantown/Montgomery Village Connector (M-83)</u> Section 1: Montgomery Village Avenue to MD 118 Extended Section 2: MD 118 Ext. to Ridge Road (MD 27) Section 3: MD 118 Ext. Between Scenery Drive and M-83 Section 4: Middlebrook Road between MD 355 and M-83	4 Lanes Divided 2 Lanes 4 Lanes Divided 2 Lanes			X		X X X
	8-76	883101	15.	<u>Goshen Road</u> Phase I. Girard Street to Warfield Road Phase II. Warfield Road to MD 124	+2 Lanes Safety Widening					X X
	-	153414	16.	<u>MD 124, Woodfield Road</u> MD 355 to MD 108	Project Planning Study					X
GAITHERS-BURG WEST	8-93	743799	17.	<u>Longdraft Road Phase III</u> Quince Orchard Road (MD 124) to Clopper Road (MD 117)	+2 Lanes					X
	8-85	863179	18.	<u>Key West Avenue-Gude Drive to I-270</u> Section 1: Gude Drive to 600' west of Research Blvd. Section 2: 600' west of Research Blvd. to 600' east of Hurley Avenue	6 Lanes Divided 7 Lanes Undivided					X X
	-	893126	19.	<u>Quince Orchard Road South</u> Darnestown Road (MD 28) to Raven Rock Drive	+2 Lanes Divided					X
	8-134	883109	13.	<u>Watkins Mill Road Extended</u> Clopper Road (MD 117) to I-270	4-Lane Divide					X
GERMAN-TOWN EAST	8-67	873115	20.	<u>Father Hurley Boulevard Extended/Ridge Road</u> Section 1: Eastern Gore I-270/Father Hurley Blvd. Interchange to Ridge Road (MD 27) Section 2: b) Partial Cloverleaf Interchange with I-270	4 Lanes Divided Interchange	X*				
	8-97	863171 153023	21.	<u>MD 118 Relocated*</u> Phase II: I-270 to Frederick Road (MD 355)	+4 Lanes	X*				
	8-72	863116	14.	<u>Germantown/Montgomery Village Connector (M-83)</u> Section 1: Montgomery Village Avenue MD 118 Extended Section 2: MD 118 Extended to Ridge Road (MD 27) Section 3: MD 118 Extended between Scenery Drive and M-83 Section 4: Middlebrook Road between MD 255 and M-83	4 Lanes Divided 2 Lanes 4 Lanes Divided 2 Lanes					X X X X
	-	153397	22.	<u>Frederick Avenue (MD 355)</u> Montgomery Village Avenue (MD 124) to Ridge Road (MD 27)	Project Planning Study					X
	-	151094	23.	<u>I-270</u> Germantown Road (MD 118) to Clarksburg Road (MD 121)	+2 Lanes					X

* Not considered 100% programmed for construction in the first four years since developers have not agreed to fund their share of these costs.

TABLE 3(Continued)

Policy Area	PDF No.	Project No.	Map No.	Project Name (Underlined) with Phases and/or Limits	Scope of Improvement	100% of Cons. Expenditure by				
						FY94	FY95	FY96	FY97	FY97+
GERMANTOWN WEST	8-67	873115	20.	<u>Father Hurley Boulevard Extended/Ridge Road</u> Section 2: a) Crystal Road Drive to Eastern Gore I-270/Father Hurley Blvd. b) Partial Cloverleaf Interchange with I-270	6 Lanes Divided Interchange	X*				
	8-96A	913100	24.	<u>MD 117 Widening - Germantown*</u> Great Seneca Highway to 1000' east of Germantown Road (MD 118)	+4 Lanes Divided	X*				
	8-97	863171 153023	21.	<u>MD 118 Relocated*</u> Phase I: Wisteria Drive to Clopper Road (MD 117)	+2 Lanes Divided	X*				
	-	151094	23.	<u>I-270</u> Germantown Drive (MD 118) to Clarksburg Road (MD 121)	+2 Lanes					X
KENSINGTON/WHEATON	8-60	883102	25.	<u>Dewey Road</u> Dahill Road to Ivy Glen Road	Residential Primary				X	
	-	152043	26.	<u>US 29 Widening</u> Interchange at MD 193 (Four Corners)	Under Study					X
	-	152019	10.	<u>US 29 Improvement Study</u> I-495 to Howard County Line	Under Study					X
NORTH BETHESDA	-	151105 151112	27.	<u>I-270: East Spur</u> Y Split to I-495 and possible interchange upgrade	+2 Lanes (Under Study)					X
	-	151104 151112	28.	<u>I-270: West Spur</u> Y Split to I-495 and possible interchange upgrade	+2 Lanes (Under Study)					X
OLNEY	8-82	863117 154168	12.	<u>Intercounty Connector</u> I-370 to Norbeck Road (MD 28)	Under Design					X
POTOMAC	8-123	863110	29.	<u>Seven Locks Road - River Road to Dwight</u> River Road (MD 191) to Dwight Drive	Secondary Primary				X	
	-	153371	30.	<u>Falls Road (MD 189)</u> River Road to Ritchie Parkway	Project Planning Study					X
ROCKVILLE	-	8B11	31.	<u>Chapman Avenue</u> Halprine Road to Rockville Pike (MD 355)	2 Lanes		X			
	-	0B11	32.	<u>West Ritchie Parkway - Falls Road to Rt. 28</u>	+2 Lanes Divided		X			
SILVER SPRING/CBD	8-125	873116	33.	<u>Silver Spring Roadway Improvements</u> (Specific improvements still to be selected) (Completions vary FY 92 to FY97)	Under Study				X	
SILVER SPRING/TAKOMA PARK	8-125	873116	33.	<u>Silver Spring Roadway Improvements</u> (Specific improvements still to be selected) (Completions vary FY 92 to FY97)	Under Study				X	

* Not considered 100% programmed for construction in the first four years since developers have not agreed to fund their share of these costs.

TABLE 4: LIST OF HIGHWAY PROJECTS BY RESTRUCTURED POLICY AREA WHICH ARE 100% PROGRAMMED FOR CONSTRUCTION IN THE FIRST FOUR YEARS OF THE FY 91-96 CIP, THE CITY CIPS, OR THE MDDOT FY 90-95 CONSOLIDATED TRANSPORTATION PROGRAM

M-NCPPC 10/31/90

Policy Area	PDF No.	Project No.	Map No.	Project Name (Underlined) with Phases and/or Limits	Scope of Improvement	Approved Road Program of 7/90	100% of Const. Expenditures By Fiscal Year
ASPEN HILL	--	153011	1.	<u>Layhill Road Widening</u> Bel Pre Road to Longmead Road	+2 Lanes Divided	Y	91
BETHESDA CBD							
BETHESDA/ CHEVY CHASE	--	151087	3.	<u>I-495 Widening (Capital Beltway)</u> Potomac River to River Road (MD 190)	+2 Lanes	Y	91
CLOVERLY	8-54	673940	4.	<u>Bonifant Road - Phase 3</u> Northwest Branch to New Hampshire Avenue (MD 650)	Safety Widening	Y	91
	8-143	863119	5.	<u>Ednor Road Bridge</u> Northwest Branch	2 Lane Bridge	--	91
DAMASCUS	8-128	873121	6.	<u>Sweepstakes Road</u> Cutsail Drive to 700' east of Stowbarn Lane	Residential Primary	N	93
DERWOOD/ NEEDWOOD	8-51	853176	16.	<u>Airpark Road/Shady Grove Road Ext.</u> a. Muncaster Mill Road (MD 115) to Laytonsville Road (MD 124)	4 Lanes	Y	91
	8-102	883104 153065	13.	<u>Midcounty Highway Widening (MD 115</u> <u>Relocated)</u> Montgomery Village Avenue to Shady Grove Road	+2 Lanes Divided	Y	91
	8-138	813127	30.	<u>Avery Road Bridge #49</u> Rock Creek	Replacement	--	92
FAIRLAND/ WHITE OAK	--	152040	7.	<u>Columbia Pike (US 29)</u> New Hampshire Avenue (MD 650) Industrial Parkway and Greencastle Road north of Sandy Spring Road (MD 198)	+2 Lanes	Y	91
	8-56	883103	8.	<u>Briggs Chaney Road Widening</u> Phase I: Bridge Widening	+1 Lane	Y	91
	8-61	833888	9.	<u>E. Randolph Road Widening, Phase I</u> b) Kara Lane to Fairland Road c) Fairland Road to Burkhardt Street	+4 Lanes +3 Lanes	Y Y	92 92
	8-55	873114	10.	<u>Briggs Chaney Realignment East</u> Old Columbia Pike to 1400' west	2 Lanes	Y	93
	8-63	833969	11.	<u>E. Randolph Road Widening, Phase II</u> Fairland Road to Old Columbia Pike	+3 Lanes	Y	94
	--	SR-44	12.	<u>MD 650/Randolph Road</u> Randolph Road to Notley Road	+2 Lanes	N	(by developer)
FOREST GLEN							

TABLE 4 (Continued)

Policy Area	PDF No.	Project No.	Map No.	Project Name (Underlined) with Phases and/or Limits	Scope of Improvement	Approved Road Program of 7/90	100% of Const. Expenditures By Fiscal Year
FRIENDSHIP HEIGHTS	8-71	793369	2.	<u>Friendship Blvd./The Hills Plaza</u> Phase I: The Hills Plaza Extended	4 Lanes Business Street	Y	91
				Phase II: Friendship Boulevard Business Street	4 Lanes	Y	93
GAITHERS-BURG	8-51	853176	16.	<u>Airpark Road/Shady Grove Road Ext.</u> a. Muncaster Mill Road (MD 115) to Laytonsville Road (MD 124)	4 Lanes	Y	91
	8-102	883104 153065	13.	<u>Midcounty Highway Widening (MD 115 Relocated)</u> Montgomery Village Avenue to Shady Grove Road	+2 Lanes Divided	Y	91
	8-126	803400	14.	<u>MD 124 Relocated</u> Midcounty Highway to Emory Grove Road	4 Lanes	Y	(by developer)
	8-93	743799	19.	<u>Longdraft Road, Phase II</u> Clopper Road (MD 117) from Metropolitan Grove Road to Longdraft Road	+2 Lanes	Y	92
	--	153387	21.	<u>MD 28, Darnestown Road</u> Key West Ave. to Dufief Mill Road	+2 Lanes Divided	--	94
				Dufief Mill Rd. to Quince Orchard Rd.	+4 Lanes Divided	--	94
				Quince Orchard Rd. to Riffleford Road	+2 Lanes Divided	--	94
GERMAN-TOWN EAST	8-131	853137	15.	<u>Watkins Mill Road - School Access</u> Club Lake Road to Mill Stream Court	+2 Lanes	Y	91
	--	151024	22.	<u>I-270 Widening and Middlebrook Road Interchange</u> Montgomery Village Avenue to Germantown Road (MD 118)	+2 Lanes, New Interchange	Y	92
	8-106	863125	23.	<u>Middlebrook Road</u> Phase II: I-270 to Frederick Road (MD 355)	+1 Lane	Y	93 (County & developer)
GERMAN-TOWN WEST	--	151024	22.	<u>I-270 Widening and Middlebrook Road Interchange</u> Montgomery Village Avenue to Germantown Road (MD 118)	+2 Lanes, New Interchange	Y	92
	8-106	863125	23.	<u>Middlebrook Road</u> Phase I: Great Seneca Hwy. to I-270	+4 Lanes Divided	Y	93 (County & developer)
GROSVENOR							
KENSINGTON/-- WHEATON		153011	1.	<u>Layhill Road Widening</u> Georgia Ave. (MD 97) to Longmead Rd.	+2 Lanes Divided	Y	91
	8-75	903192	24.	<u>Glenallan Avenue</u> Georgia Avenue (MD 97) to Layhill Road (MD 182)	+1 Lane	N	93

TABLE 4 (Continued)

Policy Area	PDF No.	Project No.	Map No.	Project Name (Underlined) with Phases and/or Limits	Scope of Improvement	Approved Road Program of 7/90	100% of Const. Expenditures By Fiscal Year
MONTGOMERY VILLAGE	8-51	853176	16.	<u>Airpark Road/Shady Grove Road Ext.</u> a. Muncaster Mill Road (MD 115) to Laytonsville Road (MD 124) b. MD 124 between MD 124/MD 115 Intersection and Gustin's Greenery	4 Lanes +2 Lanes	Y Y	91 93
	8-102	883104 153065	13.	<u>Midcounty Highway Widening (MD 115 Relocated)</u> Montgomery Village Avenue to Shady Grove Road	+2 Lanes Divided	Y	91
	8-126	803400	14.	<u>MD 124 Relocated</u> Midcounty Highway to Emory Grove Road	4 Lanes	Y	(by developer)
	8-133	853137	15.	<u>Watkins Mill Road - School Access</u> Club Lake Road to Mill Stream Court; Apple Ridge Road to past Great Seneca Creek	+2 Lanes	Y	91
	8-148	823754	17.	<u>Watkins Mill Road Bridge</u> Whetstone Run Stream	+2 Lanes	--	94
NICHOLSON LANE							
NORTH BETHESDA	--	151024	25.	<u>I-270 Widening</u> Y Split to Montrose Road	+2 Lanes CD Roads	Y	90
	8-108	813391	26.	<u>Montrose Road Extension</u> Phase III: Tower Oaks Blvd. to Old Bridge Road	+2 Lanes	Y	91
	8-145	813691	27.	<u>I-270 Overpass/Westlake-Fernwood</u> Westlake Terrace to Fernwood Road	4 Lanes	N	94 (County & developer)
NORTH POTOMAC	8-93	743799	19.	<u>Longdraft Road, Phase II</u> Longdraft Road to Game Preserve Road	+2 Lanes	N	(by developer)
	--	153387	21.	<u>MD 28, Darnestown Road</u> Key West Avenue to Dufief Mill Road	+2 Lanes Divided	--	94
				Dufief Mill Rd. to Quince Orchard Rd.	+4 Lanes Divided	--	94
				Quince Orchard Rd. to Riffleford Road	+2 Lane Divided	--	94
OLNEY	--	153370	28.	<u>Laytonsville-Sandy Spring Road (MD 108)</u> a. Olney Mill Road to Headwaters Drive b. Prince Phillip Avenue to Dr Bird Road	+2 Lanes Divided +2 Lanes Divided	Y	93
POTOMAC	8-108	813591	26.	<u>Montrose Road Extension</u> Phase III: I-270 to Seven Locks Road	+2 Lanes	Y	91
	8-145	813691	27.	<u>I-270 Overpass/Westlake-Fernwood</u> Westlake Terrace to Fernwood Road	4 Lanes	N	94 (by developer)

TABLE 4 (Continued)

Policy Area	PDF No.	Project No.	Map No.	Project Name (Underlined) with Phases and/or Limits	Scope of Improvement	Approved Road Program of 7/90	100% of Const. Expenditures By Fiscal Year
R & D VILLAGE	8-89	803530	18.	<u>Key West Avenue and MD 28, Phase III</u> Darnestown Road (MD 28) to Great Seneca Highway	+2 Lanes	Y	91
				Great Seneca Hwy. to Shady Grove Rd.	+4 Lanes		
	8-121	853122	20.	<u>Sam Eig Highway</u> Great Seneca Highway to Fields Road	4 Lanes Divided	Y	92
	--	153387	21.	<u>MD 28, Darnestown Road</u> Research Boulevard to Gude Drive	6 Lanes Divided	--	94
				Key West Ave. to Duffief Mill Road	+2 Lanes Divided	--	94
ROCKVILLE	--	151024	22.	<u>I-270 Widening</u> Montrose Road to Shady Grove Road	+2 Lanes CD Roads	Y	90
	8-108	813591	26.	<u>Montrose Road Extension</u> Phase III: Tower Oaks Blvd. to Old Bridge Road and I-270 to Seven Locks Road.	+2 Lanes	Y	91
	--	7Q11	29.	<u>West Montgomery Ave. Reconstruction</u> a. I-270 to Nelson Street	+2 Lanes	N	91
				b. Nelson Street to Adams Street	2 Lanes Divided	N	91
				c. Adams Street to Great Falls Road	+1 Lane	N	91
	8-138	813127	30.	<u>Avery Road Bridge #49</u> Rock Creek	Replacement	--	92
	--	151035	31.	<u>I-270</u> New Bridge at Ritchie Parkway	4 Lanes	Y	92
	8-119	823865 1D11	32.	<u>Ritchie Parkway</u> Seven Locks Road to Rockville Pike (MD 355)	4 Lanes Divided	Y	92
	--	153387	21.	<u>MD 28, Darnestown Road</u> I-270 to Research Boulevard	+2 Lanes	--	94
				Research Boulevard to Gude Drive	6 Lanes Divided	--	94
	--	6C11	33.	<u>Fleet Street Extension</u> Richard Montgomery Drive to Ritchie Parkway	4 Lanes	--	94
	--	6K11	34.	<u>Southlawn Lane - Lofstrand to Gude</u>	Widening to Standard	--	94
	--	9E12	35.	<u>Southlawn/Dover Connector</u> at Lofstrand Lane	2 Lanes	--	94
SHADY GROVE							
SILVER SPRING CBD							
SILVER SPRING/ TAKOMA PARK							

TABLE 4 (Continued)

Policy Area	PDF No.	Project No.	Map No.	Project Name (Underlined) with Phases and/or Limits	Scope of Improvement	Approved Road Program of 7/90	100% of Const. Expenditures By Fiscal Year
TAKOMA PARK							
TWINBROOK							
WHEATON							

TABLE 5: LIST OF TRANSPORTATION PROJECTS BY RESTRUCTURED POLICY AREA AND BY POSSIBLE FISCAL YEAR OF IMPLEMENTATION BASED UPON THE FY 91-96 CIP and FY 90-95 CTP

M-NCPPC 10/31/90

Policy Area	PDF No.	Project No.	Map No.	Project Name (Underlined) with Phases and/or Limits	Scope of Improvement	100% of Cons. Expenditure by				
						FY94	FY95	FY96	FY97	FY97+
ASPEN HILL	8-132	898139	1.	<u>Veirs Mill Rd. and Twinbrook Pwy.</u> Veirs Mill Rd. between Twinbrook Pkwy. and Aspen Hill Road	+1 Lane Eastbound				X	
	-	153305	2.	<u>MD 28 Extended</u> Layhill Rd. (MD 182) to New Hampshire Avenue (MD 650)	2 Lanes					X
	-	154002	3.	<u>Intercounty Connector</u> Norbeck Rd. (MD 28) to Columbia Pike (US 29)	Under Design					X
BETHESDA CBD										
BETHESDA / - CHEVY CHASE	-	151114	4.	<u>I-495 (Capital Beltway)</u> Connecticut Ave. (MD 185) Interchange	Reconstruct Interchange					X
CLOVERLY	8-100	893128 153337	5.	<u>MD 650-Briggs Chaney Road-Norwood Rd.:</u> Section 2: ICC to Briggs Chaney Road Briggs Chaney-Norwood Road Realignment Briggs Chaney Rd. to Spencerville Rd. (MD 198) Section 3: Relocated Briggs Chaney Road to Norwood Road	+1 Lane +1 Lane +1 Lane Reconstruct		X X X X			
	-	154002	3.	<u>Intercounty Connector</u> Norbeck Road (MD 28) to Columbia Pike (US 29)	Under Design					X
	-	153305	2.	<u>MD 28 Extended</u> Layhill Rd. (MD 182) to New Hampshire Avenue (MD 650)	2 Lanes					X
DAMASCUS	8-99	883105	6.	<u>MD 124 Extension (A-12)</u> Main Street (MD 108) to Ridge Road (MD 27)	2 Lanes					X
DERWOOD/ NEEDWOOD	8-82	863117 154166	12.	<u>Intercounty Connector</u> I-370 to Norbeck Road (MD 28)	Under design					X
	-	153414	16.	<u>MD 124, Woodfield Road</u> MD 355 to MD 108	Project Planning Study					X
FAIRLAND/ WHITE OAK	8-100	893128 153337	5.	<u>MD 650-Briggs Chaney Road-Norwood Rd.</u> Section 1: Randolph Road to Notley Road Notley Road to the ICC	Under Design +2 Lanes +4 Lanes		X X			
	8-56	883103	7.	<u>Briggs Chaney Road Widening: Phase II</u> Section 1: Automobile Blvd/Castle Blvd. to Gateshead Manor Way Section 2: Gateshead Manor Way to 300' south of Dogwood Drive Section 3: 300' south of Dogwood Drive to Fairland Road	+2 Lanes Divided +1 Lane +1 Lane					X X X
	-	154002	3.	<u>Intercounty Connector</u> Norbeck Road (MD 28) to Columbia Pike (US 29)	Under Design					X
	-	154166	8.	<u>Intercounty Connector</u> Columbia Pike (US 29) to I-95	6-Lane Freeway					X

TABLE 5(Continued)

Policy Area	PDF No.	Project No.	Map No.	Project Name (Underlined) with Phases and/or Limits	Scope of Improvement	100% of Cons. Expenditure by				
						FY94	FY95	FY96	FY97	FY97+
FAIRLAND/ WHITE OAK (Cont'd.)	-	152043	9.	<u>US 29 Widening</u> Bridge over New Hampshire Avenue (MD 650)	+2 Lanes					X
	-	152019	10.	<u>US 29 Improvement Study</u> I-495 to Howard County	Under Study					X
	8-66	893134	11.	<u>Fairland Road East</u> Columbia Pike (US 29) to PG County Line	Safety Widening					X
FOREST GLEN										
FRIENDSHIP HEIGHTS										
GAITHERS- BURG	8-76	883101	15.	<u>Goshen Road</u> Phase I. Girard Street to Warfield Road Phase II. Warfield Road to MD 124	+2 Lanes Safety Widening					X X
	8-93	743799	17.	<u>Longdraft Road Phase III</u> Quince Orchard Road (MD 124) to Clopper Road (MD 117)	+2 Lanes					X
	-	893126	19.	<u>Quince Orchard Road South</u> Darnestown Road (MD 28) to Raven Rock Drive	+2 Lanes Divided					X
	8-134	883109	13.	<u>Watkins Mill Road Extended</u> Clopper Road (MD 117) to Frederick Avenue (MD 355)	4-Lane Divided					X
GERMAN- TOWN EAST	8-67	873115	20.	<u>Father Hurley Boulevard Extended/Ridge Road</u> Section 1: Eastern Gore I-270/Father Hurley Blvd. Interchange to Ridge Road (MD 27) Section 2: b) Partial Cloverleaf Interchange with I-270	4 Lanes Divided Interchange	X*				
	8-97	863171 153023	21.	<u>MD 118 Relocated*</u> Phase II: I-270 to Frederick Road (MD 355)	+4 Lanes	X*				
	8-72	863116	14.	<u>Germantown/Montgomery Village Connector (M-83)</u> Section 1: Montgomery Village Avenue MD 118 Extended	4 Lanes Divided					X
	-	153397	22.	<u>Frederick Avenue (MD 355)</u> Montgomery Village Avenue (MD 124) to Ridge Road (MD 27)	Project Planning Study					X
	-	151094	23.	<u>I-270</u> Germantown Road (MD 118) to Clarksburg Road (MD 121)	+2 Lanes					X
GERMAN- TOWN WEST	8-67	873115	20.	<u>Father Hurley Boulevard Extended/Ridge Road</u> Section 2: a) Crystal Road Drive to Eastern Gore I-270/Father Hurley Blvd. b) Partial Cloverleaf Interchange with I-270	6 Lanes Divided Interchange	X*				
	8-96A	913100	24.	<u>MD 117 Widening - Germantown*</u> Great Seneca Highway to 1000' east of Germantown Road (MD 118)	+4 Lanes Divided	X*				
	8-97	863171 153023	21.	<u>MD 118 Relocated*</u> Phase I: Wisteria Drive to Clopper Road (MD 117)	+2 Lanes Divided	X*				

* Not considered 100% programmed for construction in the first four years since developers have not agreed to fund their share of these costs.

TABLE 5(Continued)

Policy Area	PDF No.	Project No.	Map No.	Project Name (Underlined) with Phases and/or Limits	Scope of Improvement	100% of Cons. Expenditure by				
						FY94	FY95	FY96	FY97	FY97+
GERMAN-TOWN WEST (Cont'd.)	-	151094	23.	<u>I-270</u> Germantown Drive (MD 118) to Clarksburg Road (MD 121)	+2 Lanes					X
GROSVENOR										
KENSINGTON/WHEATON	8-60	883102	25.	<u>Dewey Road</u> Dahill Road to Ivy Glen Road	Residential Primary				X	
	-	152043	26.	<u>US 29 Widening</u> Interchange at MD 193 (Four Corners)	Under Study					X
	-	152019	10.	<u>US 29 Improvement Study</u> I-495 to Howard County Line	Under Study					X
MONTGOMERY VILLAGE	8-72	863116	14.	<u>Germantown/Montgomery Village Connector (M-83)</u> Section 1: Montgomery Village Avenue to MD 118 Extended	4 Lanes Divided					X
	8-76	883101	15.	<u>Goshen Road</u> Phase II. Warfield Road to MD 124	Safety Widening					X
	-	153414	16.	<u>MD 124, Woodfield Road</u> MD 355 to MD 108	Project Planning Study					X
NICHOLSON LANE										
NORTH BETHESDA	-	151105 151112	27.	<u>I-270: East Spur</u> Y Split to I-495 and possible interchange upgrade	+2 Lanes (Under Study)					X
	-	151104 151112	28.	<u>I-270: West Spur</u> Y Split to I-495 and possible interchange upgrade	+2 Lanes (Under Study)					X
NORTH POTOMAC	8-93	743799	17.	<u>Longdraft Road Phase III</u> Quince Orchard Road (MD 124) to Clopper Road (MD 117)	+2 Lanes					X
	-	893126	19.	<u>Quince Orchard Road South</u> Darnestown Road (MD 28) to Raven Rock Drive	+2 Lanes Divided					X
OLNEY	8-82	863117 154168	12.	<u>Intercounty Connector</u> I-370 to Norbeck Road (MD 28)	Under Design					X
POTOMAC	8-123	863110	29.	<u>Seven Locks Road - River Road to Dwight</u> River Road (MD 191) to Dwight Drive	Secondary Primary				X	
	-	153371	30.	<u>Falls Road (MD 189)</u> River Road to Ritchie Parkway	Project Planning Study					X
R & D VILLAGE	8-76	883101	15.	<u>Goshen Road</u> Phase II. Warfield Road to MD 124	Safety Widening					X
	8-85	863179	18.	<u>Key West Avenue-Gude Drive to I-270</u> Section 1: Gude Drive to 600' west of Research Blvd. Section 2: 600' west of Research Blvd. to 600' east of Hurley Avenue	6 Lanes Divided 7 Lanes Undivided					X X

TABLE 5(Continued)

Policy Area	PDF No.	Project No.	Map No.	Project Name (Underlined) with Phases and/or Limits	Scope of Improvement	100% of Cons. Expenditure by				
						FY94	FY95	FY96	FY97	FY97 +
ROCKVILLE	-	8B11	31.	<u>Chapman Avenue</u> Halprine Road to Rockville Pike (MD 355)	2 Lanes		X			
	-	0B11	32.	<u>West Ritchie Parkway - Falls Road to Rt. 28</u>	+2 Lanes Divided		X			
SHADY GROVE										
SILVER SPRING/ CBD	8-125	873116	33	<u>Silver Spring Roadway Improvements</u> (Specific improvements still to be selected) (Completions vary FY 92 to FY97)	Under Study				X	
SILVER SPRING/ TAKOMA PARK	8-125	873116	33.	<u>Silver Spring Roadway Improvements</u> (Specific improvements still to be selected) (Completions vary FY 92 to FY97)	Under Study				X	
TAKOMA PARK										
TWINBROOK	-	8B11	31.	<u>Chapman Avenue</u> Halprine Road to Rockville Pike (MD 355)	2 Lanes		X			
WHEATON										

TABLE 6: LIST OF HIGHWAY PROJECTS BY RESTRUCTURED POLICY AREA WHICH ARE 100% PROGRAMMED FOR CONSTRUCTION IN THE FIRST FOUR YEARS OF THE FY 91-96 CIP, THE CITY CIPS, OR THE MDDOT FY 90-95 CONSOLIDATED TRANSPORTATION PROGRAM

M-NCPPC 9/26/90

Policy Area	PDF No.	Project No.	Map No.	Project Name (Underlined) with Phases and/or Limits	Scope of Improvement	Approved Road Program of 7/90	100% of Const. Expenditures By Fiscal Year
ASPEN HILL	--	153011	1.	<u>Layhill Road Widening</u> Bel Pre Road to Longmead Road	+2 Lanes Divided	Y	91
BETHESDA CBD							
BETHESDA/ CHEVY CHASE	--	151087	3.	<u>I-495 Widening (Capital Beltway)</u> Potomac River to River Road (MD 190)	+2 Lanes	Y	91
CLOVERLY	8-54	673940	4.	<u>Bonifant Road - Phase 3</u> Northwest Branch to New Hampshire Avenue (MD 650)	Safety Widening	Y	91
	8-143	863119	5.	<u>Ednor Road Bridge</u> Northwest Branch	2 Lane Bridge	--	91
DAMASCUS	8-128	873121	6.	<u>Sweepstakes Road</u> Cutsail Drive to 700' east of Stowbarn Lane	Residential Primary	N	93
DERWOOD/ NEEDWOOD	8-51	853176	16.	<u>Airpark Road/Shady Grove Road Ext.</u> a. Muncaster Mill Road (MD 115) to Laytonsville Road (MD 124)	4 Lanes	Y	91
	8-102	883104 153065	13.	<u>Midcounty Highway Widening (MD 115 Relocated)</u> Montgomery Village Avenue to Shady Grove Road	+2 Lanes Divided	Y	91
	8-138	813127	30.	<u>Avery Road Bridge #49</u> Rock Creek	Replacement	--	92
FAIRLAND/ WHITE OAK	--	152040	7.	<u>Columbia Pike (US 29)</u> New Hampshire Avenue (MD 650) Industrial Parkway and Greencastle Road north of Sandy Spring Road (MD 198)	+2 Lanes	Y	91
	8-56	883103	8.	<u>Briggs Chaney Road Widening</u> Phase I: Bridge Widening	+1 Lane	Y	91
	8-61	833888	9.	<u>E. Randolph Road Widening, Phase I</u> b) Kara Lane to Fairland Road c) Fairland Road to Burkhardt Street	+4 Lanes +3 Lanes	Y Y	92 92
	8-55	873114	10.	<u>Briggs Chaney Realignment East</u> Old Columbia Pike to 1400' west	2 Lanes	Y	93
	8-63	833969	11.	<u>E. Randolph Road Widening, Phase II</u> Fairland Road to Old Columbia Pike	+3 Lanes	Y	94
	--	SR-44	12.	<u>MD 650/Randolph Road</u> Randolph Road to Notley Road	+2 Lanes	N	(by developer)
FOREST GLEN							

TABLE 6 (Continued)

Policy Area	PDF No.	Project No.	Map No.	Project Name (Underlined) with Phases and/or Limits	Scope of Improvement	Approved Road Program of 7/90	100% of Const. Expenditures By Fiscal Year
FRIENDSHIP HEIGHTS	8-71	793369	2.	<u>Friendship Blvd./The Hills Plaza</u> Phase I: The Hills Plaza Extended	4 Lanes Business Street	Y	91
				Phase II: Friendship Boulevard Business Street	4 Lanes	Y	93
GAITHERS-BURG	8-51	853176	16.	<u>Airpark Road/Shady Grove Road Ext.</u> a. Muncaster Mill Road (MD 115) to Laytonsville Road (MD 124)	4 Lanes	Y	91
	8-102	883104 153065	13.	<u>Midcounty Highway Widening (MD 115 Relocated)</u> Montgomery Village Avenue to Shady Grove Road	+2 Lanes Divided	Y	91
	8-126	803400	14.	<u>MD 124 Relocated</u> Midcounty Highway to Emory Grove Road	4 Lanes	Y	(by developer)
	8-93	743799	19.	<u>Longdraft Road, Phase II</u> Clopper Road (MD 117) from Metropolitan Grove Road to Longdraft Road	+2 Lanes	Y	92
	--	153387	21.	<u>MD 28, Darnestown Road</u> Key West Ave. to Dufief Mill Road	+2 Lanes Divided	--	94
				Dufief Mill Rd. to Quince Orchard Rd.	+4 Lanes Divided	--	94
				Quince Orchard Rd. to Riffleford Road	+2 Lanes Divided	--	94
GERMAN-TOWN EAST	8-131	853137	15.	<u>Watkins Mill Road - School Access</u> Club Lake Road to Mill Stream Court	+2 Lanes	Y	91
	--	151024	22.	<u>I-270 Widening and Middlebrook Road Interchange</u> Montgomery Village Avenue to Germantown Road (MD 118)	+2 Lanes, New Interchange	Y	92
	8-106	863125	23.	<u>Middlebrook Road</u> Phase II: I-270 to Frederick Road (MD 355)	+1 Lane	Y	93 (County & developer)
GERMAN-TOWN WEST	--	151024	22.	<u>I-270 Widening and Middlebrook Road Interchange</u> Montgomery Village Avenue to Germantown Road (MD 118)	+2 Lanes, New Interchange	Y	92
	8-106	863125	23.	<u>Middlebrook Road</u> Phase I: Great Seneca Hwy. to I-270	+4 Lanes Divided	Y	93 (County & developer)
GROSVENOR							
KENSINGTON/-- WHEATON		153011	1.	<u>Layhill Road Widening</u> Georgia Ave. (MD 97) to Longmead Rd.	+2 Lanes Divided	Y	91
	8-75	903192	24.	<u>Glenallan Avenue</u> Georgia Avenue (MD 97) to Layhill Road (MD 182)	+1 Lane	N	93

TABLE 6 (Continued)

Policy Area	PDF No.	Project No.	Map No.	Project Name (Underlined) with Phases and/or Limits	Scope of Improvement	Approved Road Program of 7/90	100% of Const. Expenditures By Fiscal Year
MONTGOMERY VILLAGE	8-51	853176	16.	<u>Airpark Road/Shady Grove Road Ext.</u> a. Muncaster Mill Road (MD 115) to Laytonsville Road (MD 124)	4 Lanes	Y	91
				b. MD 124 between MD 124/MD 115 Intersection and Gustin's Greenery	+2 Lanes	Y	93
	8-102	883104 153065	13.	<u>Midcounty Highway Widening (MD 115 Relocated)</u> Montgomery Village Avenue to Shady Grove Road	+2 Lanes Divided	Y	91
	8-126	803400	14.	<u>MD 124 Relocated</u> Midcounty Highway to Emory Grove Road	4 Lanes	Y	(by developer)
	8-133	853137	15.	<u>Watkins Mill Road - School Access</u> Club Lake Road to Mill Stream Court; Apple Ridge Road to past Great Seneca Creek	+2 Lanes	Y	91
	8-148	823754	17.	<u>Watkins Mill Road Bridge</u> Whetstone Run Stream	+2 Lanes	--	94
NICHOLSON LANE							
NORTH BETHESDA	--	151024	25.	<u>I-270 Widening</u> Y Split to Montrose Road	+2 Lanes CD Roads	Y	90
	8-108	813391	26.	<u>Montrose Road Extension</u> Phase III: Tower Oaks Blvd. to Old Bridge Road	+2 Lanes	Y	91
	8-145	813691	27.	<u>I-270 Overpass/Westlake-Fernwood</u> Westlake Terrace to Fernwood Road	4 Lanes	N	94 (County & developer)
NORTH POTOMAC	8-93	743799	19.	<u>Longdraft Road, Phase II</u> Longdraft Road to Game Preserve Road	+2 Lanes	N	(by developer)
	--	153387	21.	<u>MD 28, Darnestown Road</u> Key West Avenue to Dufief Mill Road	+2 Lanes Divided	--	94
				Dufief Mill Rd. to Quince Orchard Rd.	+4 Lanes Divided	--	94
				Quince Orchard Rd. to Riffleford Road	+2 Lane Divided	--	94
OLNEY							
	--	153370	28.	<u>Laytonsville-Sandy Spring Road (MD 108)</u> a. Olney Mill Road to Headwaters Drive	+2 Lanes Divided	Y	93
				b. Prince Phillip Avenue to Dr Bird Road	+2 Lanes Divided		
POTOMAC	--	151087	3.	<u>I-495 Widening (Capital Beltway)</u> Potomac River to River Road (MD 190)	+2 Lanes	Y	91
	8-108	813591	26.	<u>Montrose Road Extension</u> Phase III: I-270 to Seven Locks Road	+2 Lanes	Y	91
	8-145	813691	27.	<u>I-270 Overpass/Westlake-Fernwood</u> Westlake Terrace to Fernwood Road	4 Lanes	N	94 (by developer)

TABLE 6 (Continued)

Policy Area	PDF No.	Project No.	Map No.	Project Name (Underlined) with Phases and/or Limits	Scope of Improvement	Approved Road Program of 7/90	100% of Const. Expenditures By Fiscal Year
R & D VILLAGE	8-89	803530	18.	<u>Key West Avenue and MD 28, Phase III</u> Darnestown Road (MD 28) to Great Seneca Highway	+2 Lanes	Y	91
				Great Seneca Hwy. to Shady Grove Rd.	+4 Lanes		
	8-121	853122	20.	<u>Sam Eig Highway</u> Great Seneca Highway to Fields Road	4 Lanes Divided	Y	92
	--	153387	21.	<u>MD 28, Darnestown Road</u> Research Boulevard to Gude Drive	6 Lanes Divided	--	94
				Key West Ave. to Dufief Mill Road	+2 Lanes Divided	--	94
ROCKVILLE	--	151024	22.	<u>I-270 Widening</u> Montrose Road to Shady Grove Road	+2 Lanes CD Roads	Y	90
	8-108	813591	26.	<u>Montrose Road Extension</u> Phase III: Tower Oaks Blvd. to Old Bridge Road and I-270 to Seven Locks Road.	+2 Lanes	Y	91
	--	7Q11	29.	<u>West Montgomery Ave. Reconstruction</u> a. I-270 to Nelson Street	+2 Lanes	N	91
				b. Nelson Street to Adams Street	2 Lanes Divided	N	91
				c. Adams Street to Great Falls Road	+1 Lane	N	91
	8-138	813127	30.	<u>Avery Road Bridge #49</u> Rock Creek	Replacement	--	92
	--	151035	31.	<u>I-270</u> New Bridge at Ritchie Parkway	4 Lanes	Y	92
	8-119	823865 1D11	32.	<u>Ritchie Parkway</u> Seven Locks Road to Rockville Pike (MD 355)	4 Lanes Divided	Y	92
	--	153387	21.	<u>MD 28, Darnestown Road</u> I-270 to Research Boulevard	+2 Lanes	--	94
				Research Boulevard to Gude Drive	6 Lanes Divided	--	94
	--	6C11	33.	<u>Fleet Street Extension</u> Richard Montgomery Drive to Ritchie Parkway	4 Lanes	--	94
	--	6K11	34.	<u>Southlawn Lane - Lofstrand to Gude</u>	Widening to Standard	--	94
	--	9E12	35.	<u>Southlawn/Dover Connector</u> at Lofstrand Lane	2 Lanes	--	94
SHADY GROVE							
SILVER SPRING CBD							
SILVER SPRING/TAKOMA PARK							

TABLE 6 (Continued)

Policy Area	PDF No.	Project No.	Map No.	Project Name (Underlined) with Phases and/or Limits	Scope of Improvement	Approved Road Program of 7/90	100% of Const. Expenditures By Fiscal Year
TAKOMA PARK							
TWINBROOK							
WHEATON							

TABLE 7: LIST OF TRANSPORTATION PROJECTS BY RESTRUCTURED POLICY AREA AND BY POSSIBLE FISCAL YEAR OF IMPLEMENTATION BASED UPON THE FY 91-96 CIP and FY 90-95 CTP

M-NCPPC 9/26/90

Policy Area	PDF No.	Project No.	Map No.	Project Name (Underlined) with Phases and/or Limits	Scope of Improvement	100% of Cons. Expenditure by				
						FY94	FY95	FY96	FY97	FY97+
ASPEN HILL	8-132	898139	1.	<u>Veirs Mill Rd. and Twinbrook Pwy.</u> Veirs Mill Rd. between Twinbrook Pkwy. and Aspen Hill Road	+1 Lane Eastbound				X	
	-	153305	2.	<u>MD 28 Extended</u> Layhill Rd. (MD 182) to New Hampshire Avenue (MD 650)	2 Lanes					X
	-	154002	3.	<u>Intercounty Connector</u> Norbeck Rd. (MD 28) to Columbia Pike (US 29)	Under Design					X
BETHESDA CBD										
BETHESDA / - CHEVY CHASE	-	151114	4.	<u>I-495 (Capital Beltway)</u> Connecticut Ave. (MD 185) Interchange	Reconstruct Interchange					X
CLOVERLY	8-100	893128 153337	5.	<u>MD 650-Briggs Chaney Road-Norwood Rd.:</u> Section 2: ICC to Briggs Chaney Road Briggs Chaney-Norwood Road Realignment Briggs Chaney Rd. to Spencerville Rd. (MD 198) Section 3: Relocated Briggs Chaney Road to Norwood Road	+1 Lane +1 Lane +1 Lane Reconstruct		X X X X			
	-	154002	3.	<u>Intercounty Connector</u> Norbeck Road (MD 28) to Columbia Pike (US 29)	Under Design					X
	-	153305	2.	<u>MD 28 Extended</u> Layhill Rd. (MD 182) to New Hampshire Avenue (MD 650)	2 Lanes					X
DAMASCUS	8-99	883105	6.	<u>MD 124 Extension (A-12)</u> Main Street (MD 108) to Ridge Road (MD 27)	2 Lanes					X
DERWOOD/ NEEDWOOD	8-82	863117 154166	12.	<u>Intercounty Connector</u> I-370 to Norbeck Road (MD 28)	Under design					X
	-	153414	16.	<u>MD 124, Woodfield Road</u> MD 355 to MD 108	Project Planning Study					X
FAIRLAND/ WHITE OAK	8-100	893128 153337	5.	<u>MD 650-Briggs Chaney Road-Norwood Rd.</u> Section 1: Randolph Road to Notley Road Notley Road to the ICC	Under Design +2 Lanes +4 Lanes		X X			
	8-56	883103	7.	<u>Briggs Chaney Road Widening: Phase II</u> Section 1: Automobile Blvd/Castle Blvd. to Gateshead Manor Way Section 2: Gateshead Manor Way to 300' south of Dogwood Drive Section 3: 300' south of Dogwood Drive to Fairland Road	+2 Lanes Divided +1 Lane +1 Lane					X X X
	-	154002	3.	<u>Intercounty Connector</u> Norbeck Road (MD 28) to Columbia Pike (US 29)	Under Design					X
	-	154166	8.	<u>Intercounty Connector</u> Columbia Pike (US 29) to I-95	6-Lane Freeway					X

TABLE 7 (Continued)

Policy Area	PDF No.	Project No.	Map No.	Project Name (Underlined) with Phases and/or Limits	Scope of Improvement	100% of Cons. Expenditure by				
						FY94	FY95	FY96	FY97	FY97 +
FAIRLAND/ WHITE OAK (Cont'd.)	-	152043	9.	<u>US 29 Widening</u> Bridge over New Hampshire Avenue (MD 650)	+2 Lanes					X
	-	152019	10.	<u>US 29 Improvement Study</u> I-495 to Howard County	Under Study					X
	8-66	893134	11.	<u>Fairland Road East</u> Columbia Pike (US 29) to PG County Line	Safety Widening					X
FOREST GLEN										
FRIENDSHIP HEIGHTS										
GAITHERS- BURG	8-76	883101	15.	<u>Goshen Road</u> Phase I. Girard Street to Warfield Road Phase II. Warfield Road to MD 124	+2 Lanes Safety Widening					X X
	8-93	743799	17.	<u>Longdraft Road Phase III</u> Quince Orchard Road (MD 124) to Clopper Road (MD 117)	+2 Lanes					X
	-	893126	19.	<u>Quince Orchard Road South</u> Darnestown Road (MD 28) to Raven Rock Drive	+2 Lanes Divided					X
	8-134	883109	13.	<u>Watkins Mill Road Extended</u> Clopper Road (MD 117) to Frederick Avenue (MD 355)	4-Lane Divided					X
GERMAN- TOWN EAST	8-67	873115	20.	<u>Father Hurley Boulevard Extended/Ridge Road</u> Section 1: Eastern Gore I-270/Father Hurley Blvd. Interchange to Ridge Road (MD 27) Section 2: b) Partial Cloverleaf Interchange with I-270	4 Lanes Divided Interchange	X*				
	8-97	863171 153023	21.	<u>MD 118 Relocated*</u> Phase II: I-270 to Frederick Road (MD 355)	+4 Lanes	X*				
	8-72	863116	14.	<u>Germantown/Montgomery Village Connector (M-83)</u> Section 1: Montgomery Village Avenue MD 118 Extended	4 Lanes Divided					X
	-	153397	22.	<u>Frederick Avenue (MD 355)</u> Montgomery Village Avenue (MD 124) to Ridge Road (MD 27)	Project Planning Study					X
	-	151094	23.	<u>I-270</u> Germantown Road (MD 118) to Clarksburg Road (MD 121)	+2 Lanes					X
GERMAN- TOWN WEST	8-67	873115	20.	<u>Father Hurley Boulevard Extended/Ridge Road</u> Section 2: a) Crystal Road Drive to Eastern Gore I-270/Father Hurley Blvd. b) Partial Cloverleaf Interchange with I-270	6 Lanes Divided Interchange	X*				
	8-96A	913100	24.	<u>MD 117 Widening - Germantown*</u> Great Seneca Highway to 1000' east of Germantown Road (MD 118)	+4 Lanes Divided	X*				
	8-97	863171 153023	21.	<u>MD 118 Relocated*</u> Phase I: Wisteria Drive to Clopper Road (MD 117)	+2 Lanes Divided	X*				

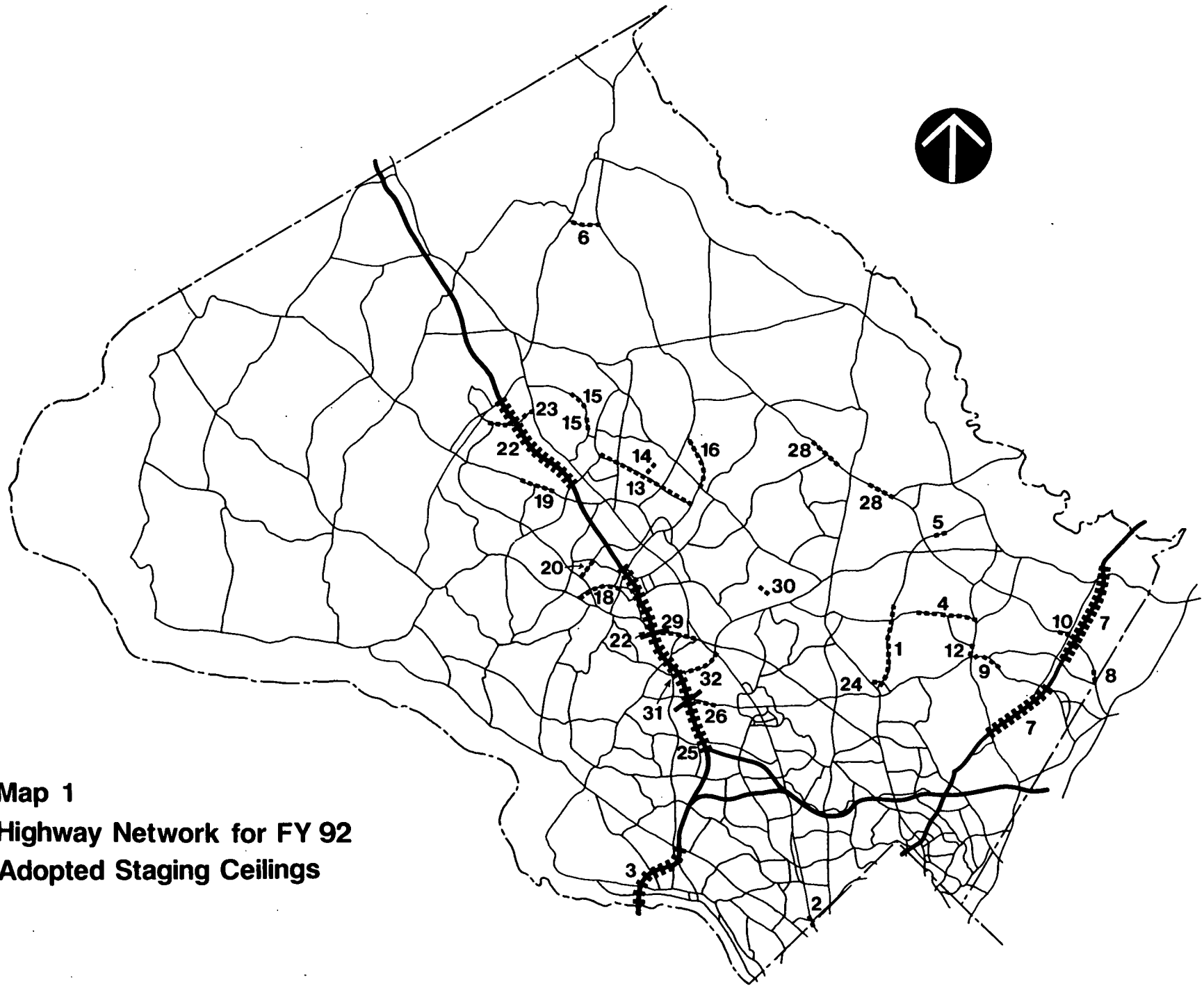
* Not considered 100% programmed for construction in the first four years since developers have not agreed to fund their share of these costs.

TABLE 7 (Continued)

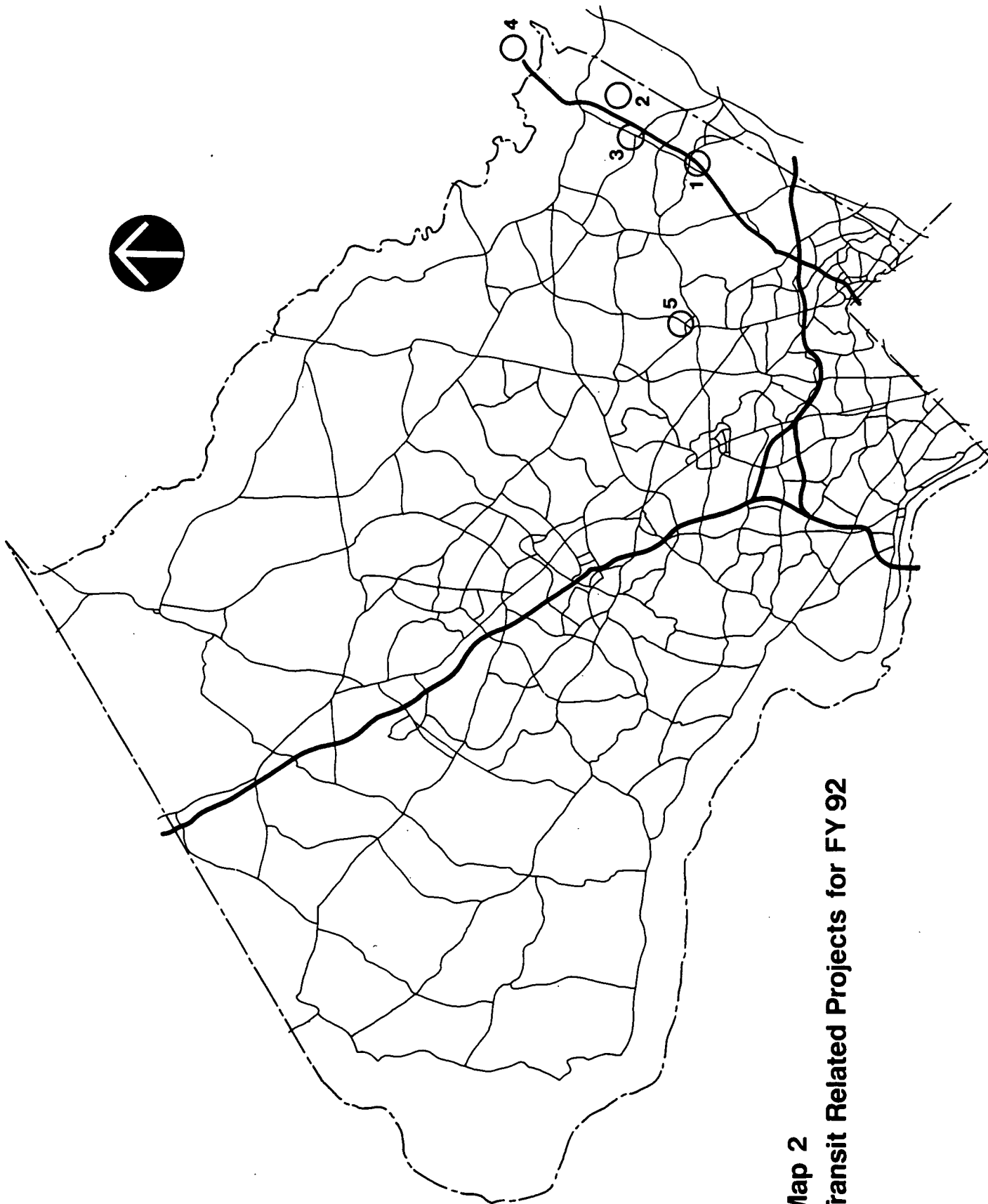
Policy Area	PDF No.	Project No.	Map No.	Project Name (Underlined) with Phases and/or Limits	Scope of Improvement	100% of Cons. Expenditure by				
						FY94	FY95	FY96	FY97	FY97 +
GERMAN-TOWN WEST (Cont'd.)	-	151094	23.	<u>I-270</u> Germantown Drive (MD 118) to Clarksburg Road (MD 121)	+2 Lanes					X
GROSVENOR	-	151105 151112	27.	<u>I-270: East Spur</u> Y Split to I-495 and possible interchange upgrade	+2 Lanes (Under Study)					X
KENSINGTON/ WHEATON	8-60	883102	25.	<u>Dewey Road</u> Dahill Road to Ivy Glen Road	Residential Primary				X	
	-	152043	26.	<u>US 29 Widening</u> Interchange at MD 193 (Four Corners)	Under Study					X
	-	152019	10.	<u>US 29 Improvement Study</u> I-495 to Howard County Line	Under Study					X
MONTGO-MERY VILLAGE	8-72	863116	14.	<u>Germantown/Montgomery Village Connector (M-83)</u> Section 1: Montgomery Village Avenue to MD 118 Extended	4 Lanes Divided					X
	8-76	883101	15.	<u>Goshen Road</u> Phase II. Warfield Road to MD 124	Safety Widening					X
	-	153414	16.	<u>MD 124, Woodfield Road</u> MD 355 to MD 108	Project Planning Study					X
NICHOLSON LANE										
NORTH BETHESDA	-	151105 151112	27.	<u>I-270: East Spur</u> Y Split to I-495 and possible interchange upgrade	+2 Lanes (Under Study)					X
	-	151104 151112	28.	<u>I-270: West Spur</u> Y Split to I-495 and possible interchange upgrade	+2 Lanes (Under Study)					X
NORTH POTOMAC	8-93	743799	17.	<u>Longdraft Road Phase III</u> Quince Orchard Road (MD 124) to Clopper Road (MD 117)	+2 Lanes					X
	-	893126	19.	<u>Quince Orchard Road South</u> Darnestown Road (MD 28) to Raven Rock Drive	+2 Lanes Divided					X
OLNEY	8-82	863117 154168	12.	<u>Intercounty Connector</u> I-370 to Norbeck Road (MD 28)	Under Design					X
POTOMAC	8-123	863110	29.	<u>Seven Locks Road - River Road to Dwight</u> River Road (MD 191) to Dwight Drive	Secondary Primary				X	
	-	153371	30.	<u>Falls Road (MD 189)</u> River Road to Ritchie Parkway	Project Planning Study					X
	-	151104 151112	28.	<u>I-270: West Spur</u> Y Split to I-495 and possible interchange upgrade	+2 Lanes (Under Study)					X

TABLE 7 (Continued)

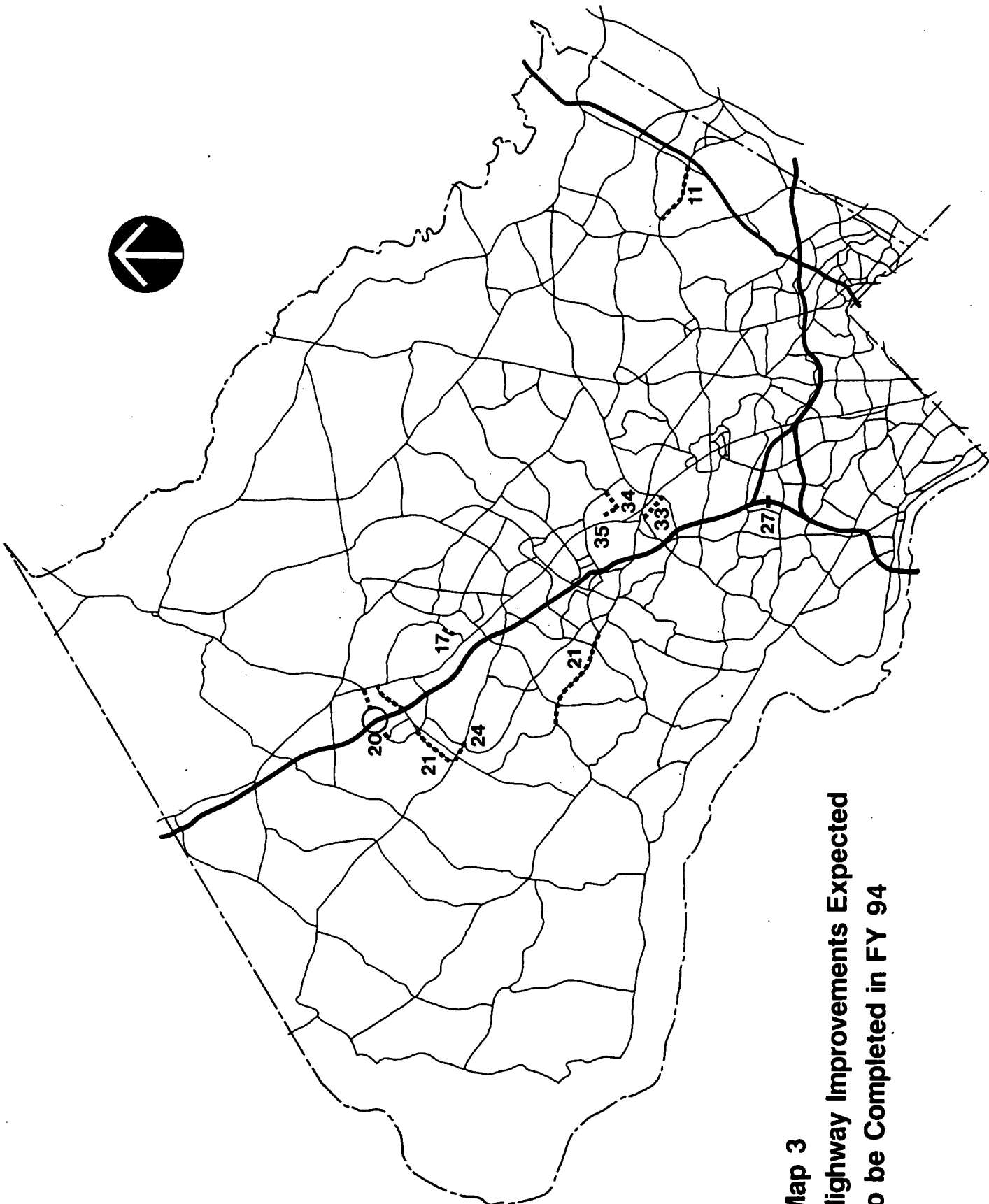
Policy Area	PDF No.	Project No.	Map No.	Project Name (Underlined) with Phases and/or Limits	Scope of Improvement	100% of Cons. Expenditure by				
						FY94	FY95	FY96	FY97	FY97+
R & D VILLAGE	8-76	883101	15.	<u>Goshen Road</u> Phase II. Warfield Road to MD 124	Safety Widening					X
	8-85	863179	18.	<u>Key West Avenue-Gude Drive to I-270</u> Section 1: Gude Drive to 600' west of Research Blvd. Section 2: 600' west of Research Blvd. to 600' east of Hurley Avenue	6 Lanes Divided 7 Lanes Undivided					X X
ROCKVILLE	-	8B11	31.	<u>Chapman Avenue</u> Halprine Road to Rockville Pike (MD 355)	2 Lanes		X			
	-	0B11	32.	<u>West Ritchie Parkway - Falls Road to Rt. 28</u>	+2 Lanes Divided		X			
SHADY GROVE										
SILVER SPRING/ CBD	8-125	873116	33	<u>Silver Spring Roadway Improvements</u> (Specific improvements still to be selected) (Completions vary FY 92 to FY97)	Under Study				X	
SILVER SPRING/ TAKOMA PARK	8-125	873116	33.	<u>Silver Spring Roadway Improvements</u> (Specific improvements still to be selected) (Completions vary FY 92 to FY97)	Under Study				X	
TAKOMA PARK										
TWINBROOK	-	8B11	31.	<u>Chapman Avenue</u> Halprine Road to Rockville Pike (MD 355)	2 Lanes		X			
WHEATON										



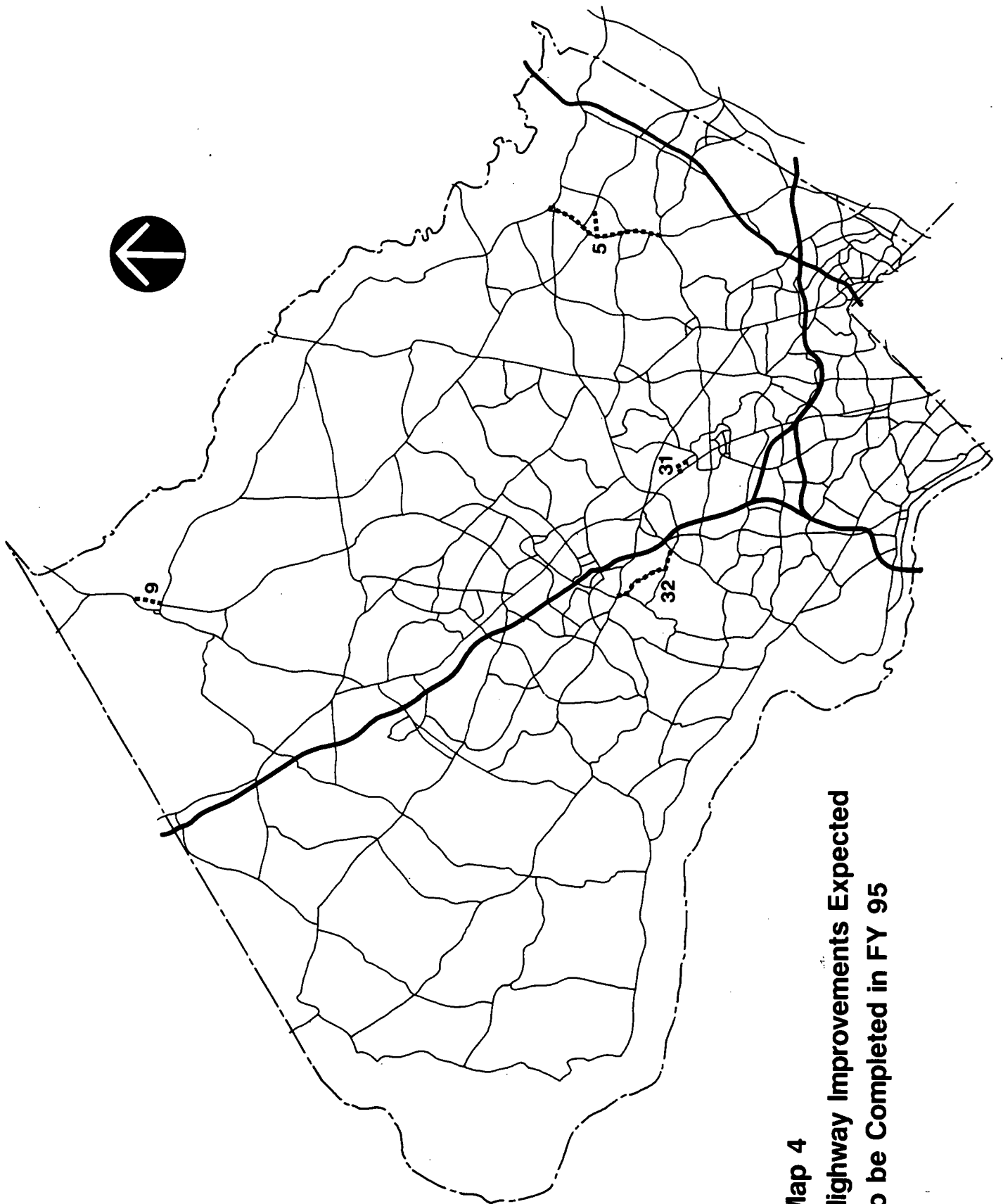
Map 1
Highway Network for FY 92
Adopted Staging Ceilings



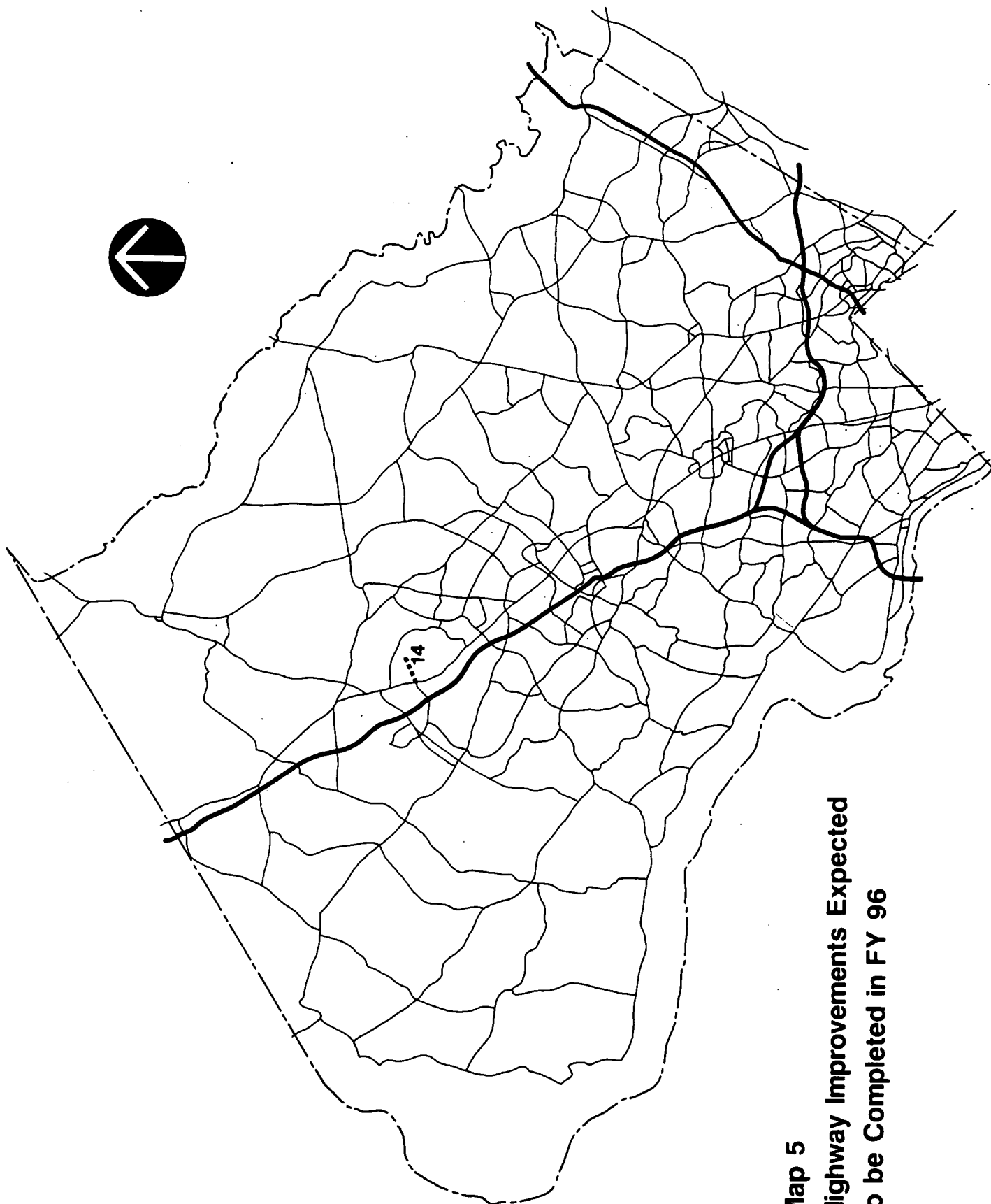
Map 2
Transit Related Projects for FY 92



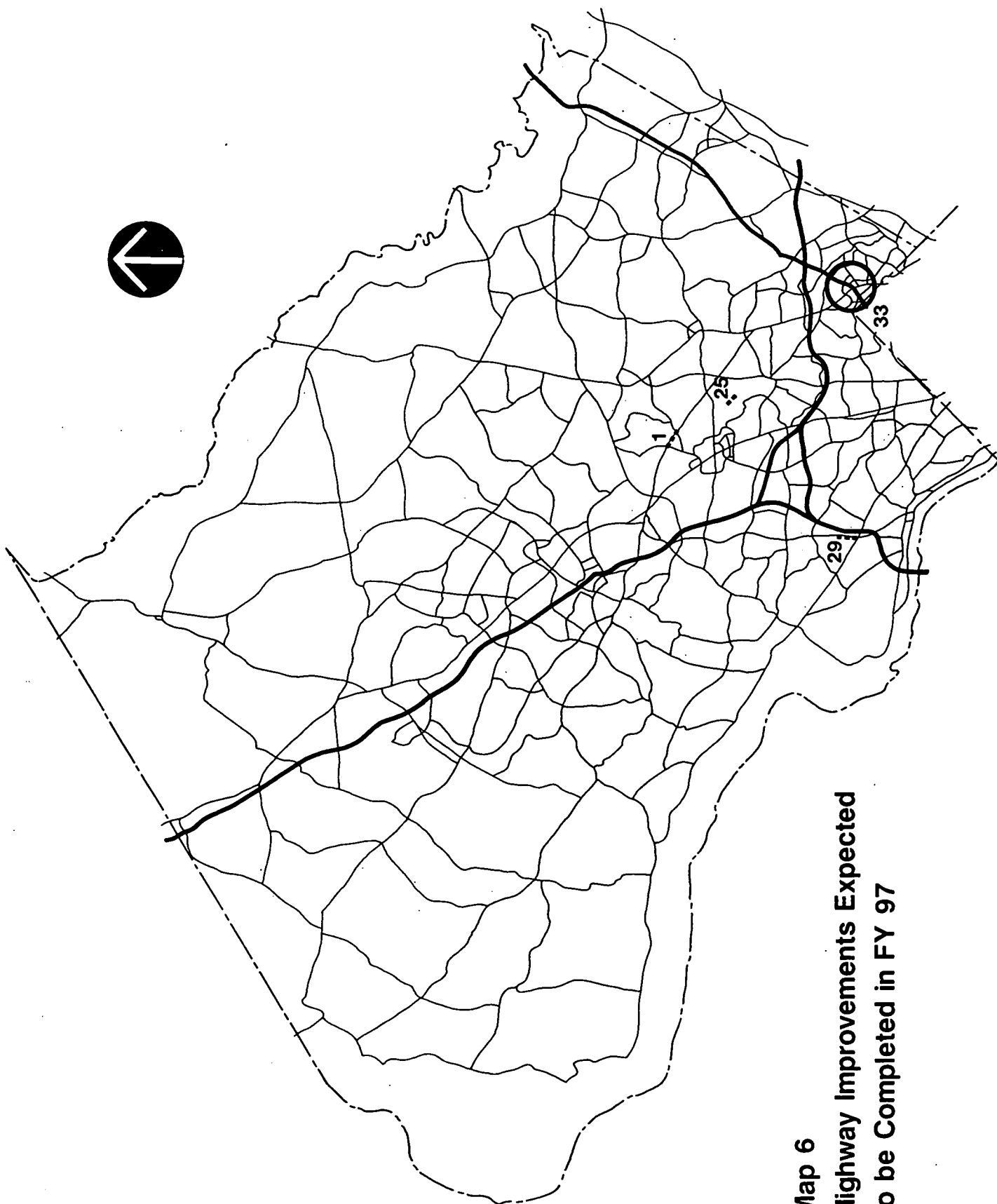
Map 3
Highway Improvements Expected
to be Completed in FY 94



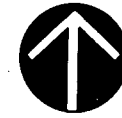
Map 4
Highway Improvements Expected
to be Completed in FY 95



Map 5
Highway Improvements Expected
to be Completed in FY 96

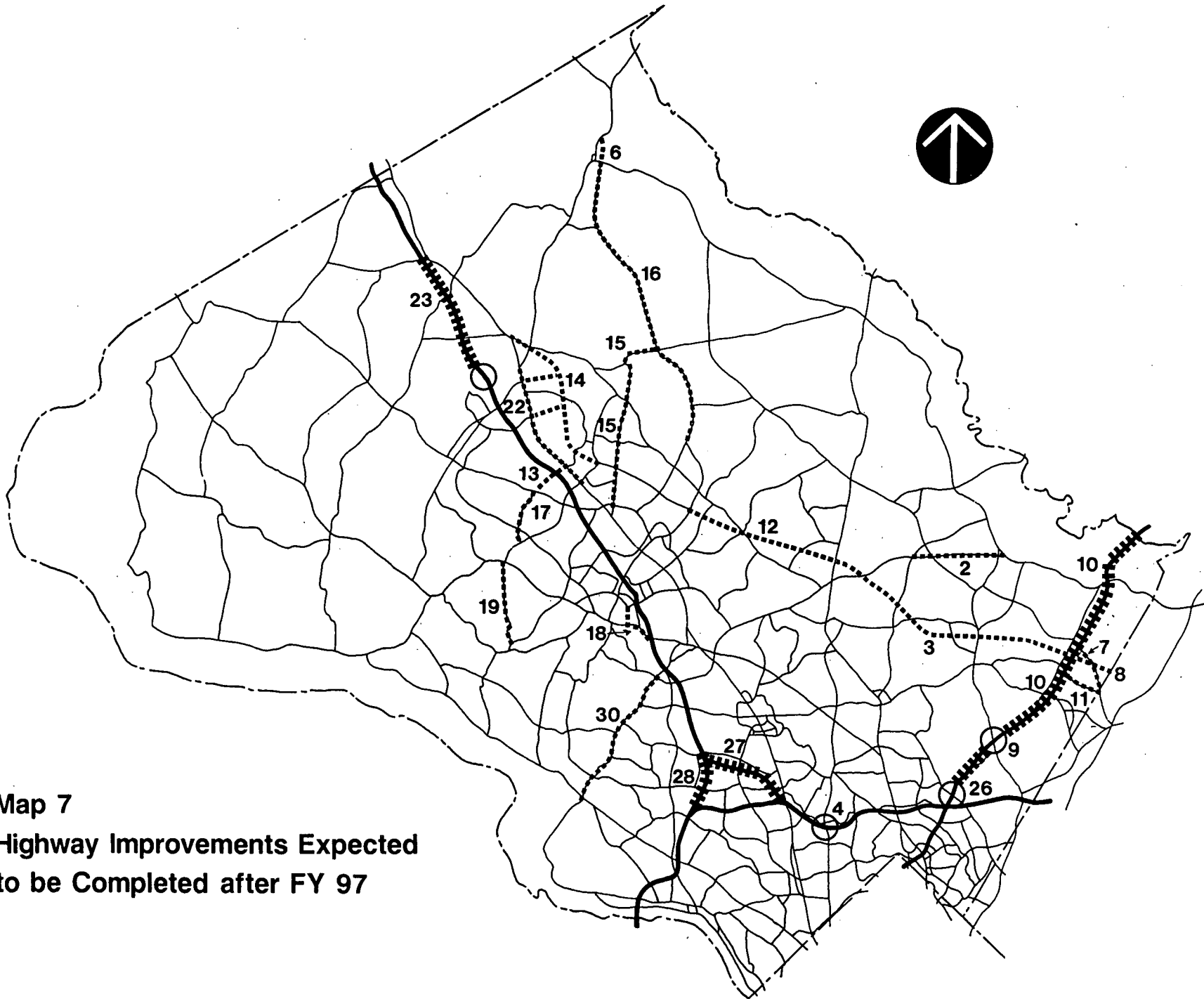


Map 6
Highway Improvements Expected
to be Completed in FY 97



A-34

Map 7
Highway Improvements Expected
to be Completed after FY 97



Appendix 2:

**Policy Area
Staging Charts
And
Profiles**

A. Scenario 1

Staging Charts

Staging Charts

This section defines terms frequently used in the administration of the APFO and explains how to read the information found on the policy area fact sheets.

- A *Existing Jobs: The estimated employment capacity of buildings in the policy area in 1990.*

Existing Jobs by policy area is estimated through January 1, 1990. The estimate of jobs is the number of employees which can be accommodated in the policy area's employment related buildings, using standard factors of square feet per employee. It excludes construction workers, domestic service workers, and employment in residential buildings, but includes the employment capacity of buildings even if they are vacant. This is depicted on the first bar as line A at 6,300 jobs in the Aspen Hill sample chart.

- B *Gross Pipeline: The number of jobs in subdivision approvals still to be built in the policy area plus the existing job capacity of employment related buildings.*

The gross pipeline equals the total number of jobs in built and approved employment generating buildings. The pipeline includes non-residential subdivision approvals and sewer authorizations through September 27, 1990. The actual number is listed on the policy area fact sheet as item B. The number of jobs in the Aspen Hill pipeline is 14. The number of jobs in approved non-residential subdivisions is also depicted on the first bar as line B. The small number of jobs in the Aspen Hill pipeline makes it difficult to distinguish it on the graph from the existing base and the queue.

- C *Gross FY 91 Ceiling: The number of jobs which can be accommodated by the transportation capacity provided in the approved FY 91-96 CIP and the State FY 90-95 CTP.*

The FY 91 adopted ceiling is based on those transportation projects in the approved FY 91-96 CIP and FY 90-95 CTP for which 100 percent of the construction expenditures are scheduled within the first four years of the CIP and CTP. The second bar shows that the FY 91 adopted ceiling for Aspen Hill provides enough transportation capacity for approximately 6,648 jobs.

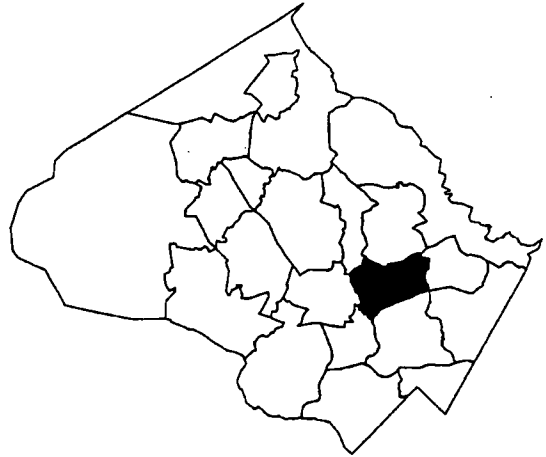
- D *FY 91 Ceiling Net Remaining: The difference between the FY 91 ceiling and the pipeline.*

This number reveals whether or not the FY 91-96 CIP and the FY 90-95 CTP provide enough transportation capacity to support the approval of additional development beyond what is already in the pipeline. In Aspen Hill, the FY 91 adopted ceiling could accommodate an additional 334 jobs above the pipeline.

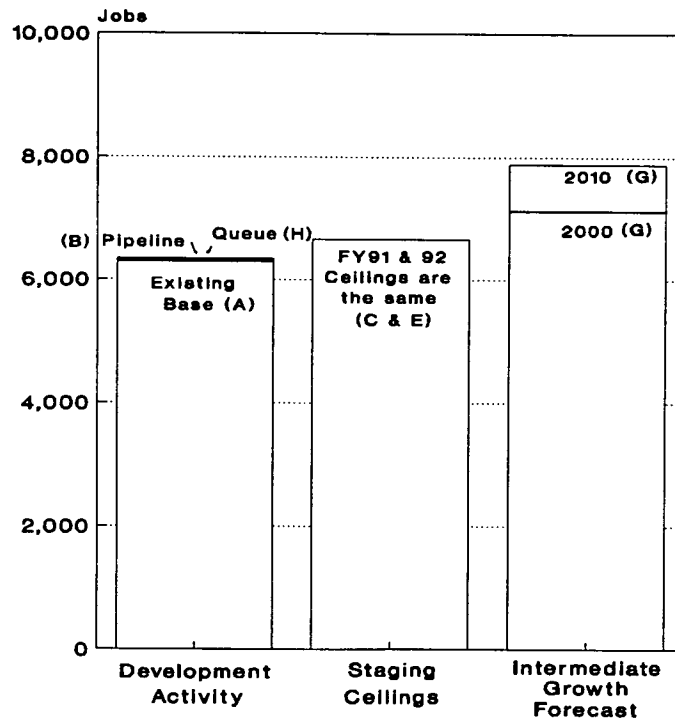
Sample Chart

ASPEN HILL

	JOB	HOUSING
A 1990 Base	6,300	21,200
B Gross Pipeline (9/27/90)	6,314	24,159
C FY 91 Gross Ceiling	6,648	19,020
D Net Remaining	334	(5,139)
E FY 92 Gross Anticipated Ceiling	6,648	19,020
F Net Remaining	334	(5,139)



Jobs



PROFILE

1990 Estimate

	Number	Rank
H Job Queue (7/1/90)	25	15
I Housing Queue (7/1/90)	22	16
J Job/Housing Ratio	0.30	16
K Land Area in Square Miles	12.54	9

- E *Gross FY 92 Anticipated Ceiling: The number of jobs which can be accommodated by transportation capacity that is anticipated to be available by the end of the fifth year of the FY 91-96 CIP and the FY 90-95 CTP.*

This ceiling number is based on transportation projects in the approved FY 91-96 CIP and the State FY 90-95 CTP for which 100 percent of the construction expenditures are programmed within the first five years of the CIP and CTP. In Aspen Hill, the anticipated FY 92 ceiling provides no additional capacity over the FY 91 adopted ceiling.

- F *FY 92 Anticipated Ceiling Net Remaining: The difference between the FY 92 anticipated ceiling and the pipeline.*

For the Aspen Hill policy area, the FY 92 anticipated ceiling can accommodate an additional 334 jobs above the pipeline, no increase over the FY 91 ceiling.

- G *Intermediate Jobs Growth Forecast: The cumulative jobs growth forecast for the years 2000 and 2010.*

The jobs growth forecast, graphically portrayed by the third bar, shows forecasted employment capacity of buildings for the years 2000 and 2010 in Aspen Hill.

1990 Profile Estimates

For each of the following, a ranking among the 17 policy areas is given in descending order.

- H *Job Queue:*

The job queue represents the number of employees generated from pending preliminary plans as of July 1, 1990. In Aspen Hill, the queue consists of 25 jobs. Pending plans in the cities of Gaithersburg and Rockville are not included in the queue.

- I *Housing Queue:*

The housing queue represents the number of housing units generated from pending preliminary plans as of July 1, 1990. In Aspen Hill, the queue consists of 22 housing units. Pending plans in the cities of Gaithersburg and Rockville are not included in the queue.

- J *Job/Housing Ratio:*

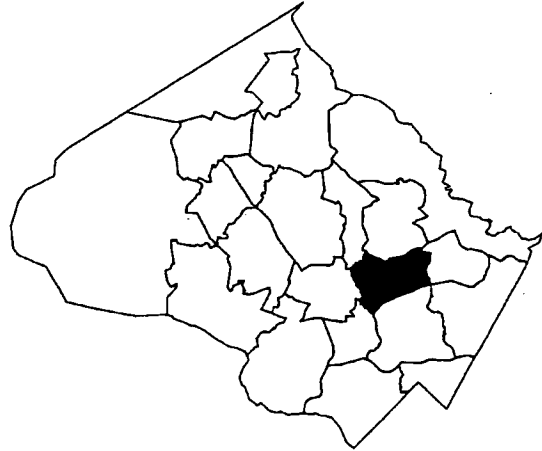
This ratio is equal to employment capacity of existing non-residential buildings divided by the number of households. The 1990 estimate of households comes from the 1989 Base Update Study.

K *Land Area in Square Miles:*

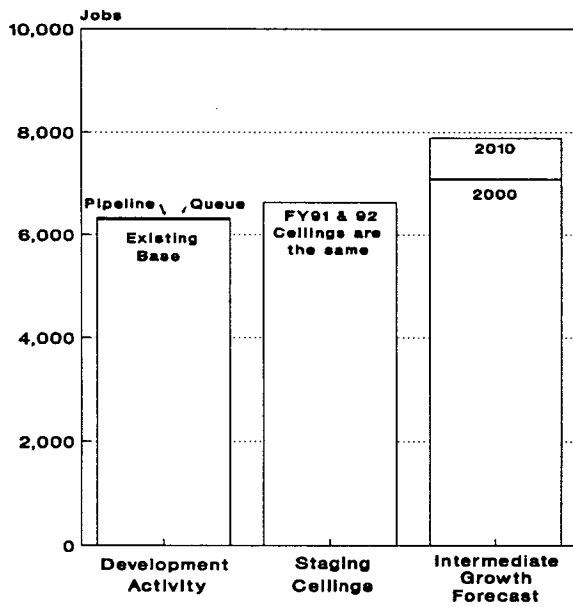
 This is equal to the policy area's land area in square miles.

ASPEN HILL

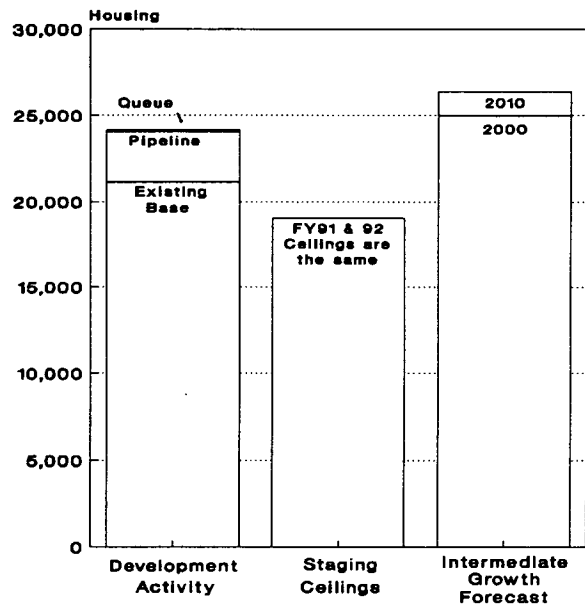
	JOB	HOUSING
1990 Base	6,300	21,200
Gross Pipeline (9/27/90)	6,314	24,159
FY 91 Gross Ceiling	6,648	19,020
Net Remaining	334	(5,139)
FY 92 Gross Anticipated Ceiling	6,648	19,020
Net Remaining	334	(5,139)



Jobs



Housing



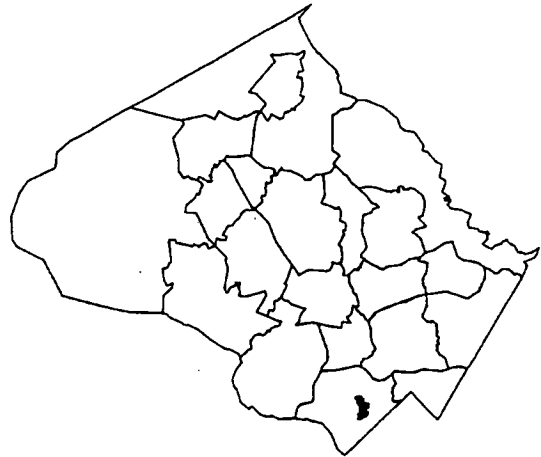
PROFILE

1990 Estimate

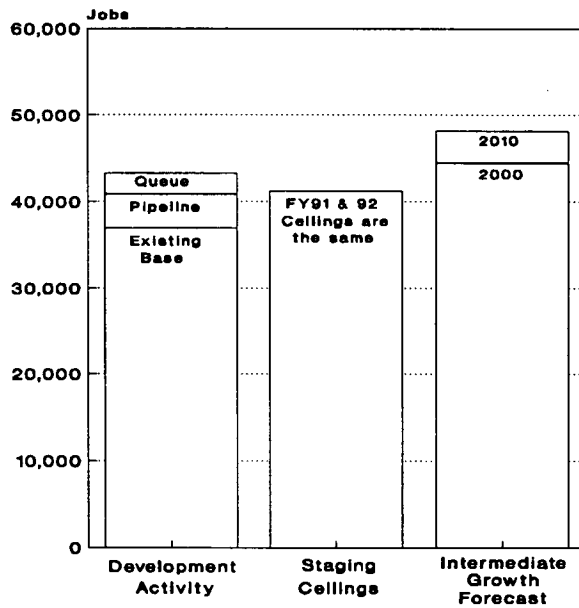
	Number	Rank
Job Queue (7/1/90)	25	15
Housing Queue (7/1/90)	22	16
Job/Housing Ratio	0.30	16
Land Area in Square Miles	12.54	9

BETHESDA CBD

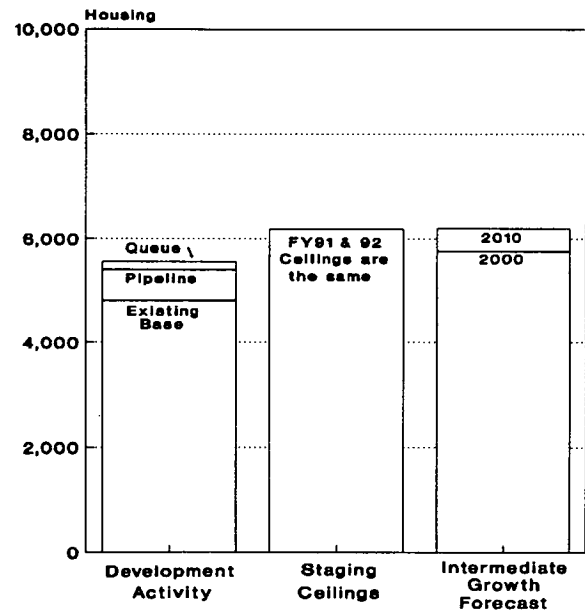
	JOB	HOUSING
1990 Base	37,100	4,800
Gross Pipeline (9/27/90)	40,834	5,386
FY 91 Gross Ceiling	41,193	6,183
Net Remaining	359	797
FY 92 Gross Ceiling	41,193	6,183
Net Remaining	359	797



Jobs



Housing

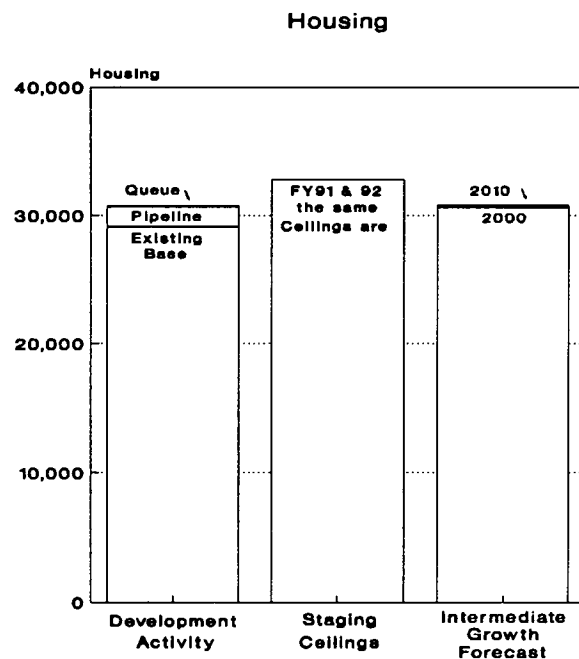
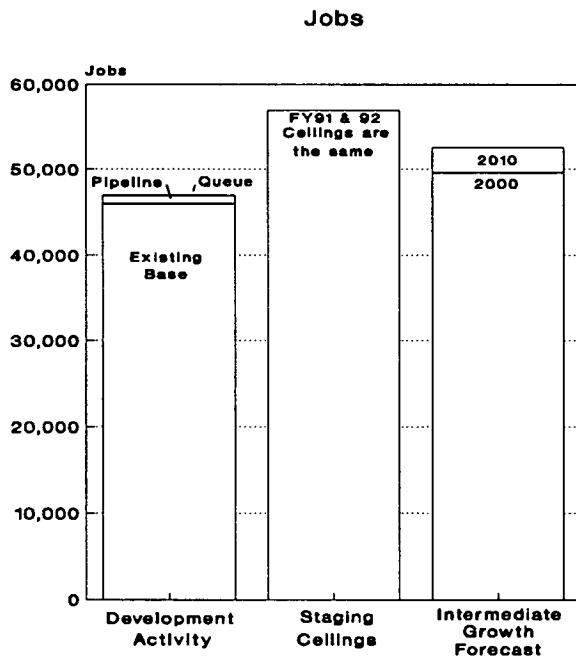
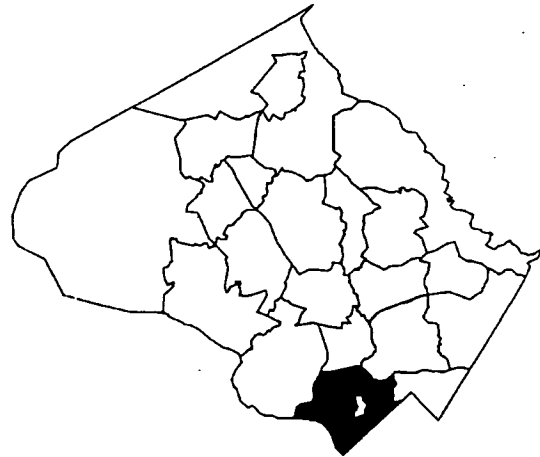


PROFILE 1990 Estimate

	Number	Rank
Job Queue (7/1/90)	2,478	5
Housing Queue (7/1/90)	171	10
Job/Housing Ratio	7.68	1
Land Area in Square Miles	0.68	16

BETHESDA-CHEVY CHASE

	JOB	HOUSING
1990 Base	45,900	29,100
Gross Pipeline (9/27/90)	46,954	30,698
FY 91 Gross Ceiling	56,949	32,749
Net Remaining	9,995	2,051
FY 92 Gross Ceiling	56,949	32,749
Net Remaining	9,995	2,051



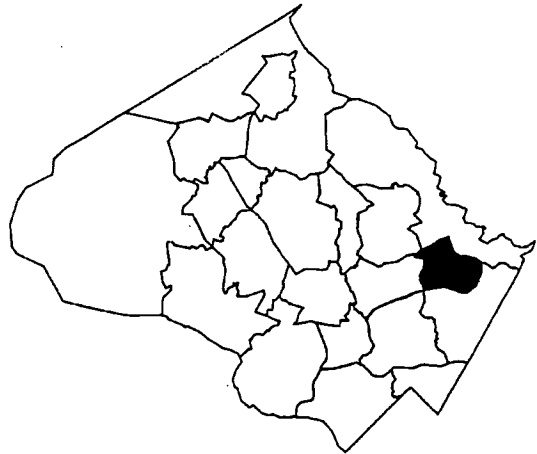
PROFILE

1990 Estimate

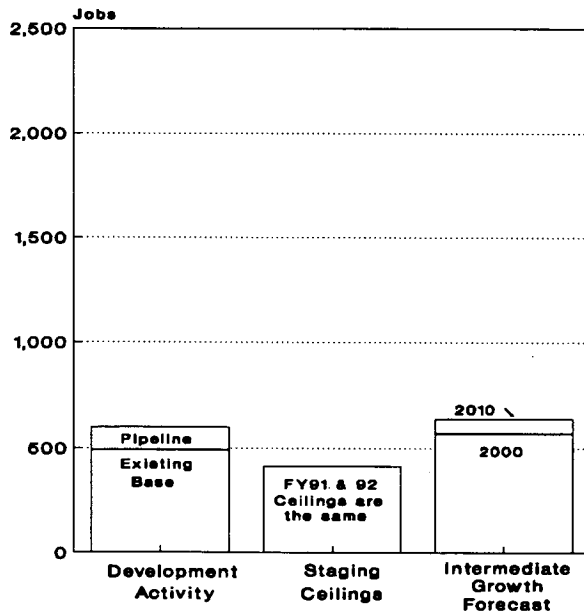
	Number	Rank
Job Queue (7/1/90)	58	13
Housing Queue (7/1/90)	48	15
Job/Housing Ratio	1.58	7
Land Area in Square Miles	20.45	4

CLOVERLY

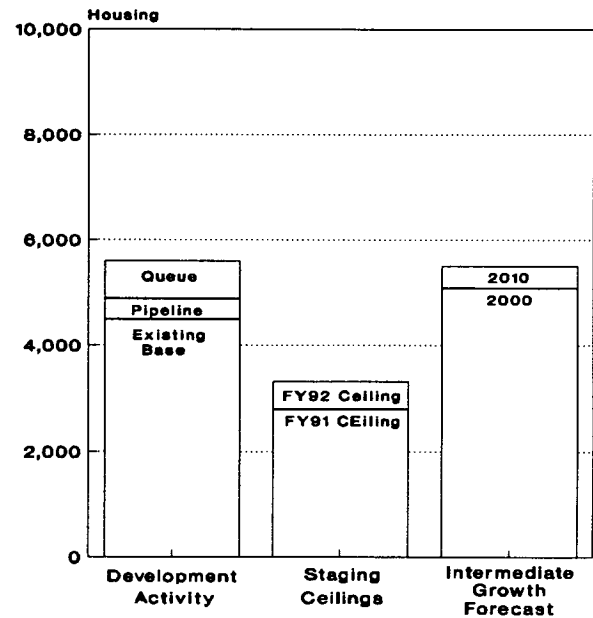
	JOB	HOUSING
1990 Base	500	4,500
Gross Pipeline (9/27/90)	600	4,880
FY 91 Gross Ceiling	415	2,815
Net Remaining	(185)	(2,065)
FY 92 Gross Ceiling	415	3,315
Net Remaining	(185)	(1,565)



Jobs



Housing

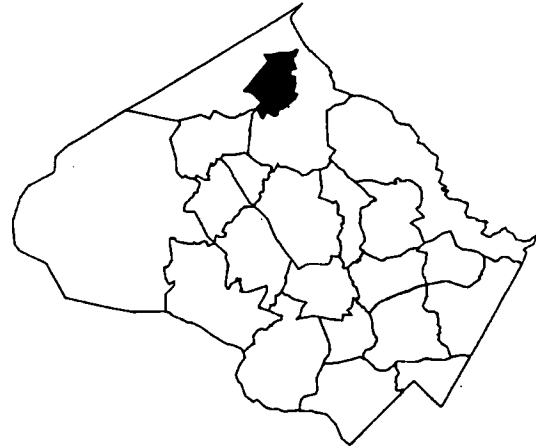


PROFILE 1990 Estimate

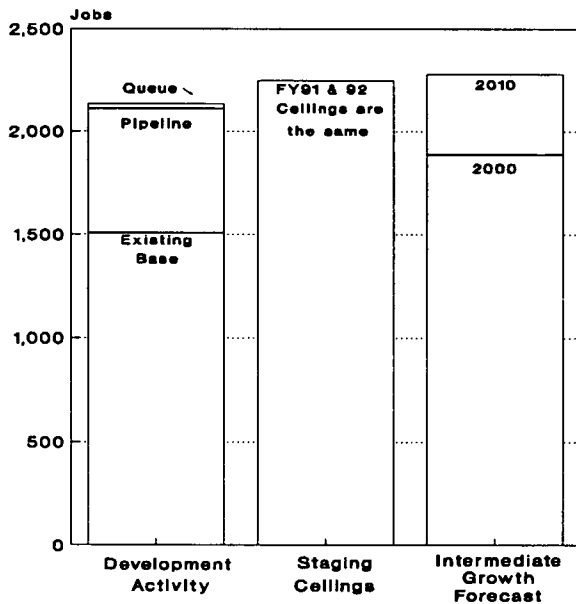
	Number	Rank
Job Queue (7/1/90)	0	16
Housing Queue (7/1/90)	716	4
Job/Housing Ratio	0.11	17
Land Area in Square Miles	9.96	11

DAMASCUS

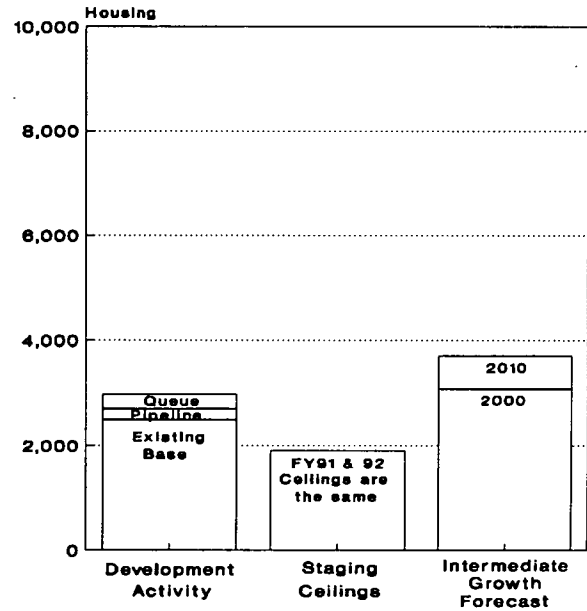
	JOB	HOUSING
1990 Base	1,500	2,500
Gross Pipeline (9/27/90)	2,108	2,722
FY 91 Gross Ceiling	2,248	1,899
Net Remaining	140	(823)
FY 92 Gross Ceiling	2,248	1,899
Net Remaining	140	(823)



Jobs



Housing



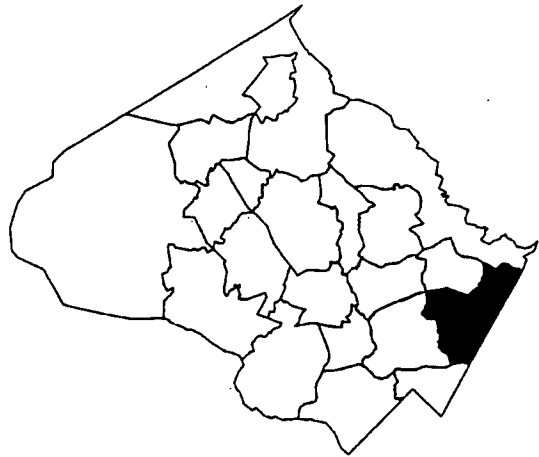
PROFILE

1990 Estimate

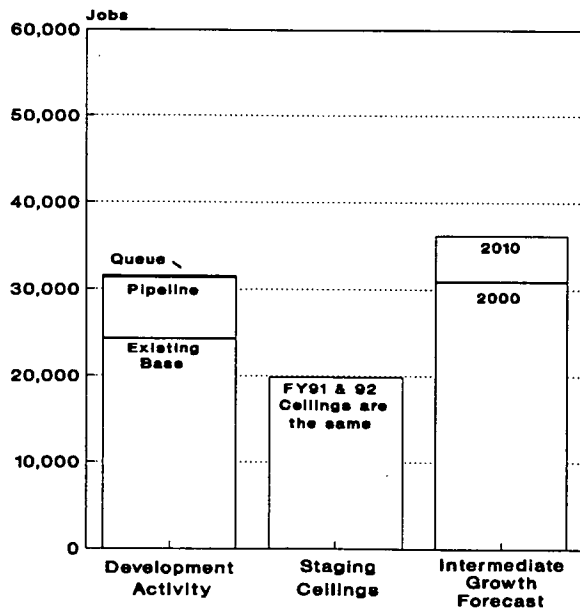
	Number	Rank
Job Queue (7/1/90)	30	14
Housing Queue (7/1/90)	255	9
Job/Housing Ratio	0.61	11
Land Area in Square Miles	9.6	12

FAIRLAND/WHITE OAK

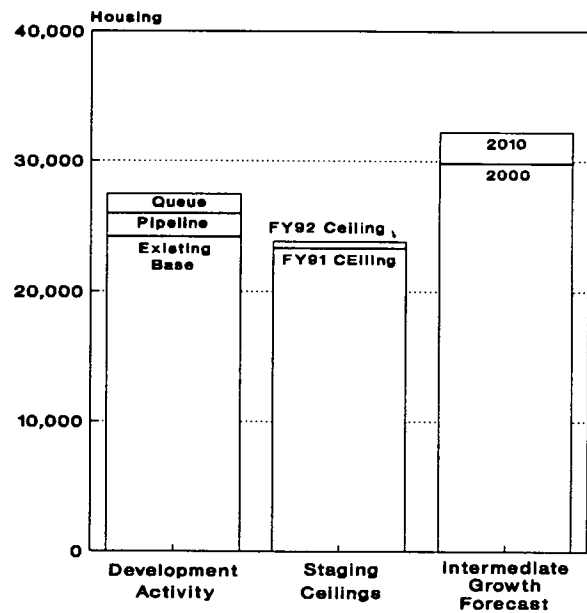
	JOB	HOUSING
1990 Base	24,300	24,200
Gross Pipeline (9/27/90)	31,476	25,963
FY 91 Gross Ceiling	19,816	23,339
Net Remaining	(11,660)	(2,624)
FY 92 Gross Ceiling	19,816	23,839
Net Remaining	(11,660)	(2,124)



Jobs



Housing

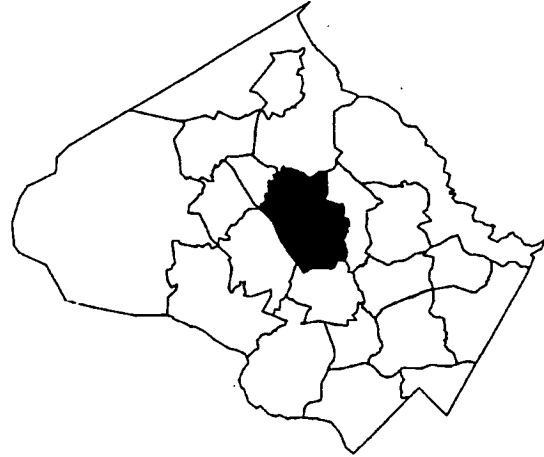


PROFILE 1990 Estimate

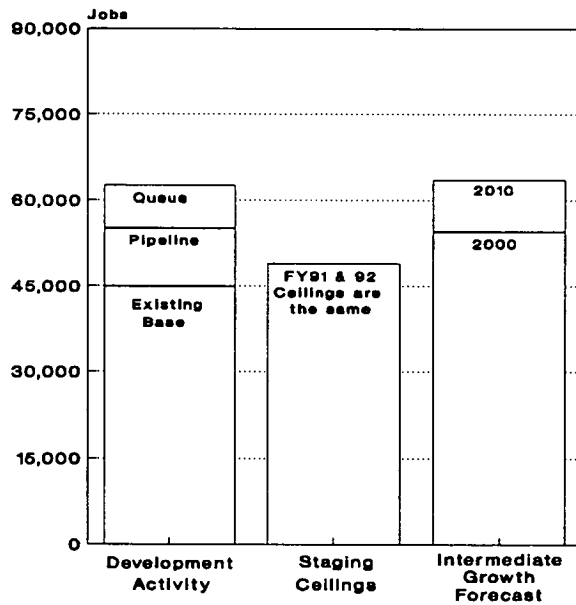
	Number	Rank
Job Queue (7/1/90)	103	12
Housing Queue (7/1/90)	1,502	3
Job/Housing Ratio	1.00	8
Land Area in Square Miles	20.87	3

GAITHERSBURG EAST

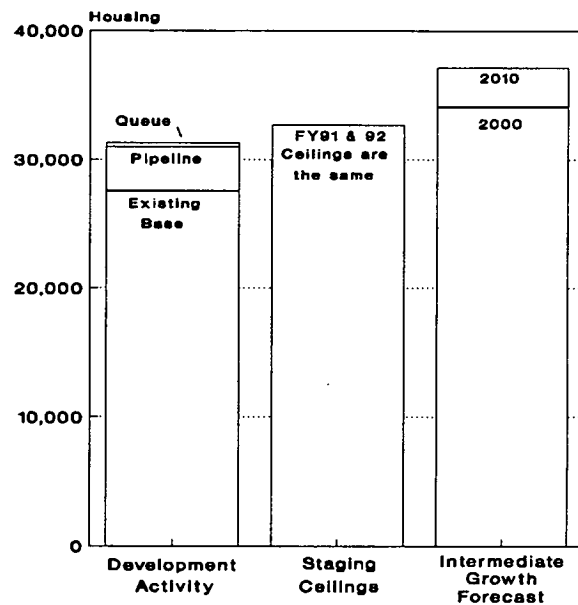
	JOB	HOUSING
1990 Base	44,600	27,600
Gross Pipeline (9/27/90)	55,200	31,022
FY 91 Gross Ceiling	48,894	32,645
Net Remaining	(6,306)	1,623
FY 92 Gross Ceiling	48,894	32,645
Net Remaining	(6,306)	1,623



Jobs



Housing



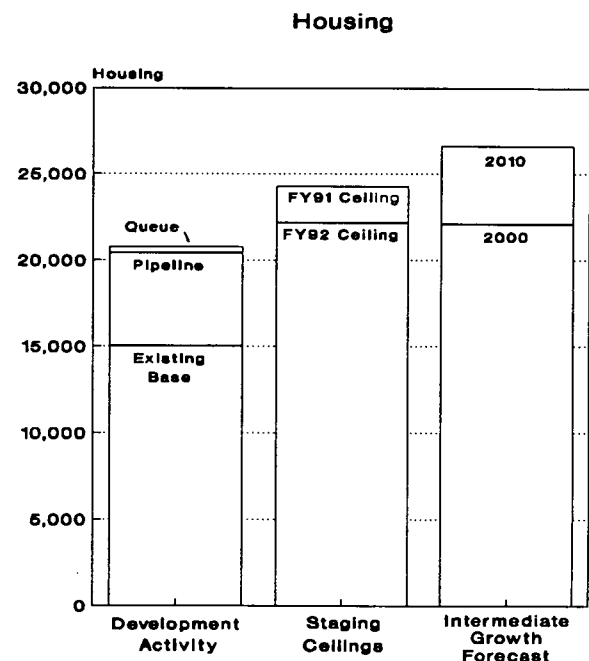
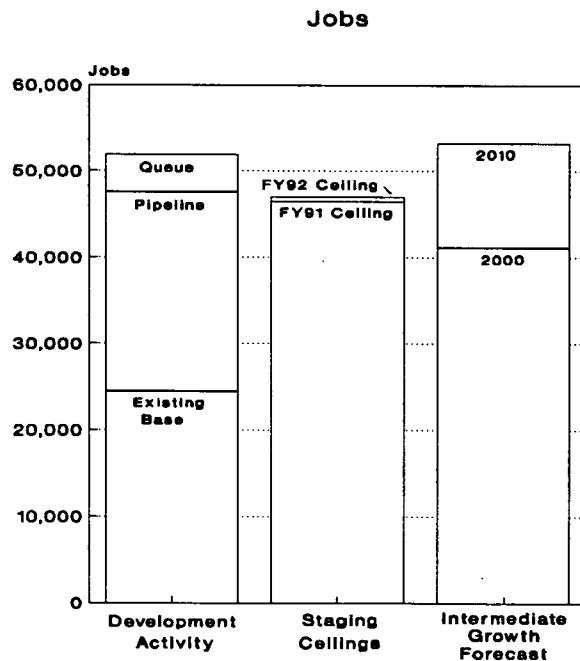
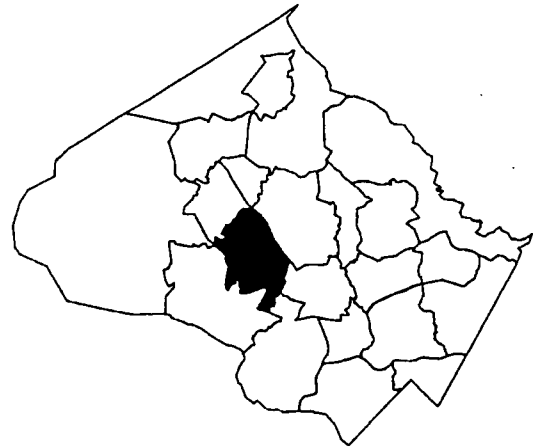
PROFILE

1990 Estimate

	Number	Rank
Job Queue (7/1/90)	7,418	3
Housing Queue (7/1/90)	279	7
Job/Housing Ratio	1.62	6
Land Area in Square Miles	22.05	2

GAITHERSBURG WEST

	JOBS	HOUSING
1990 Base	24,500	15,000
Gross Pipeline (9/27/90)	47,465	20,427
FY 91 Gross Ceiling	46,462	22,268
Net Remaining	(1,003)	1,841
FY 92 Gross Ceiling	48,962	24,268
Net Remaining	1,497	3,841

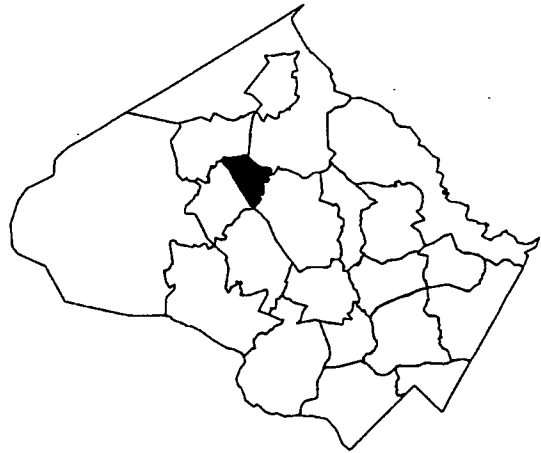


PROFILE 1990 Estimate

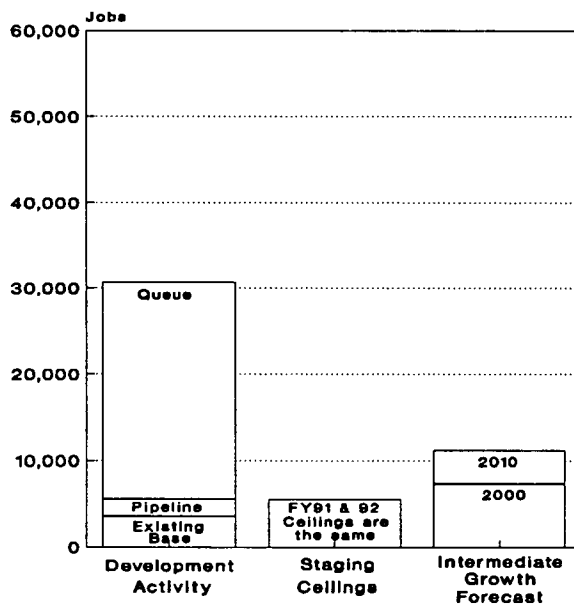
	Number	Rank
Job Queue (7/1/90)	4,401	4
Housing Queue (7/1/90)	350	6
Job/Housing Ratio	1.63	5
Land Area in Square Miles	18.73	6

GERMANTOWN EAST

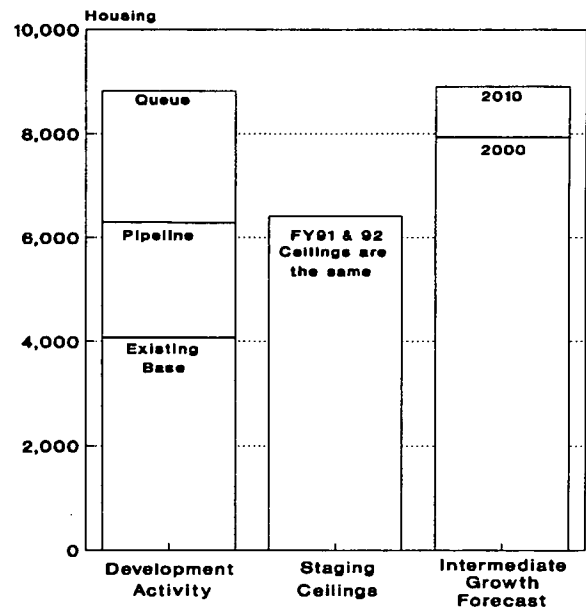
	JOB	HOUSING
1990 Base	3,400	4,100
Gross Pipeline (9/27/90)	5,485	6,301
FY 91 Gross Ceiling	5,492	6,417
Net Remaining	7	116
FY 92 Gross Ceiling	5,492	6,417
Net Remaining	7	116



Jobs



Housing

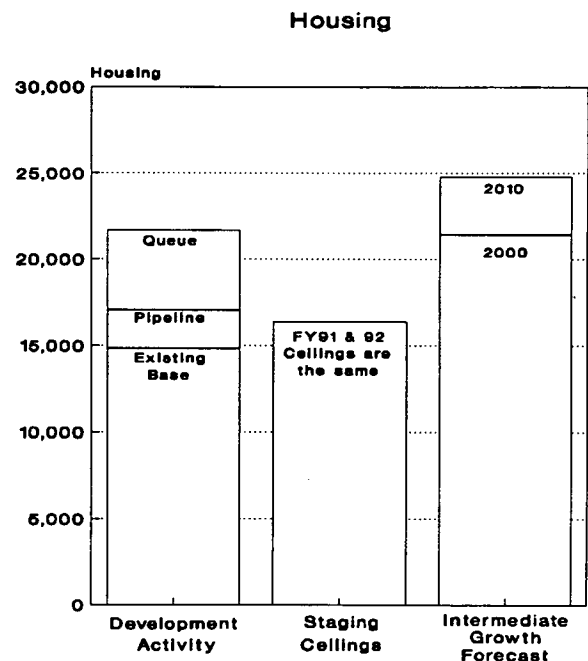
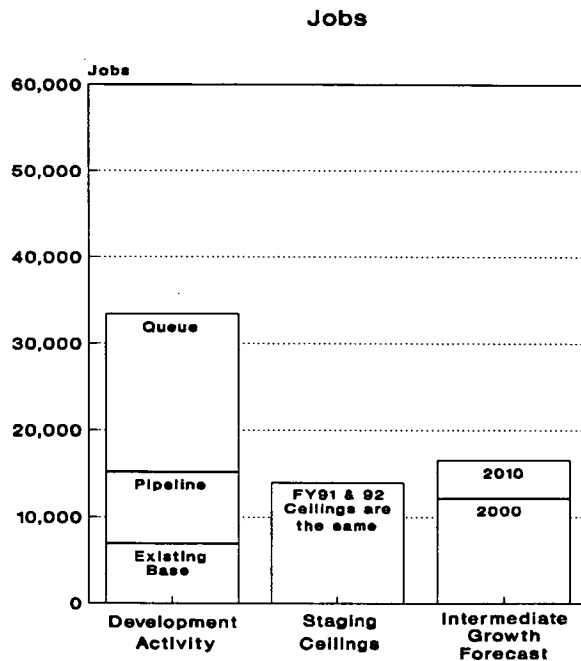
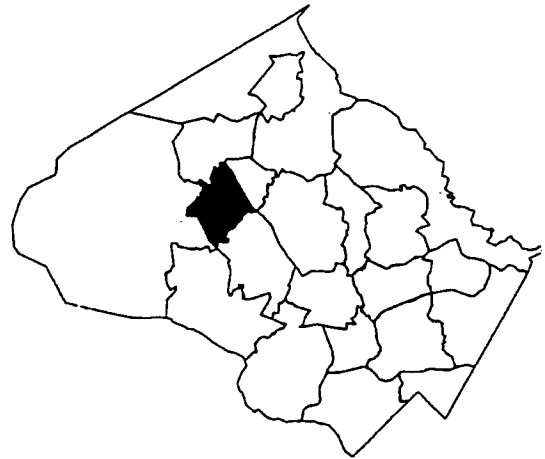


PROFILE 1990 Estimate

	Number	Rank
Job Queue (7/1/90)	25,160	1
Housing Queue (7/1/90)	2,518	2
Job/Housing Ratio	0.84	9
Land Area in Square Miles	5.96	15

GERMANTOWN WEST

	JOB	HOUSING
1990 Base	6,900	14,800
Gross Pipeline (9/27/90)	15,226	17,166
FY 91 Gross Ceiling	13,999	16,390
Net Remaining	(1,227)	(776)
FY 92 Gross Ceiling	13,999	16,390
Net Remaining	(1,227)	(776)

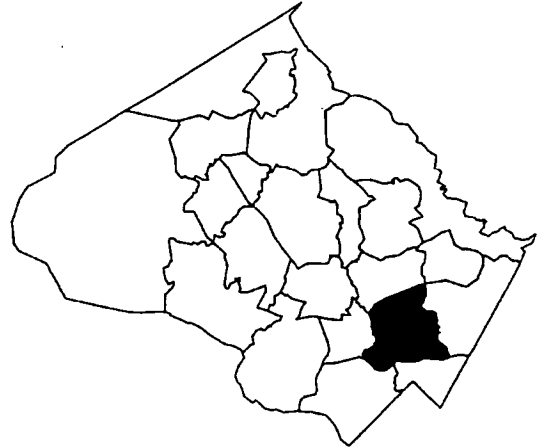


PROFILE 1990 Estimate

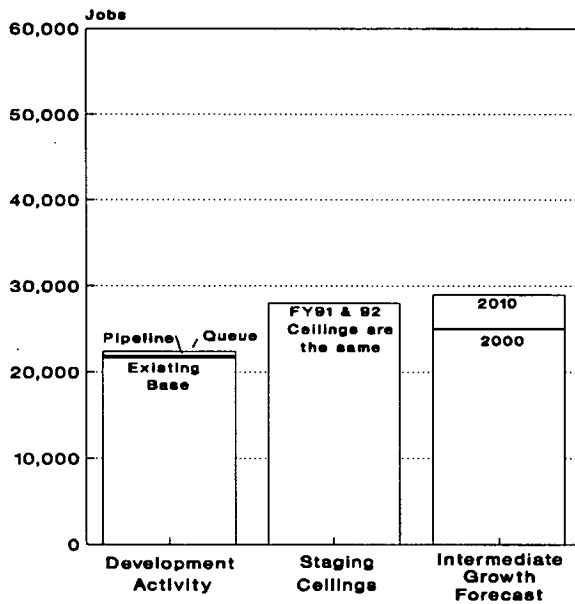
	Number	Rank
Job Queue (7/1/90)	18,215	2
Housing Queue (7/1/90)	4,502	1
Job/Housing Ratio	0.46	15
Land Area in Square Miles	11.24	10

KENSINGTON/WHEATON

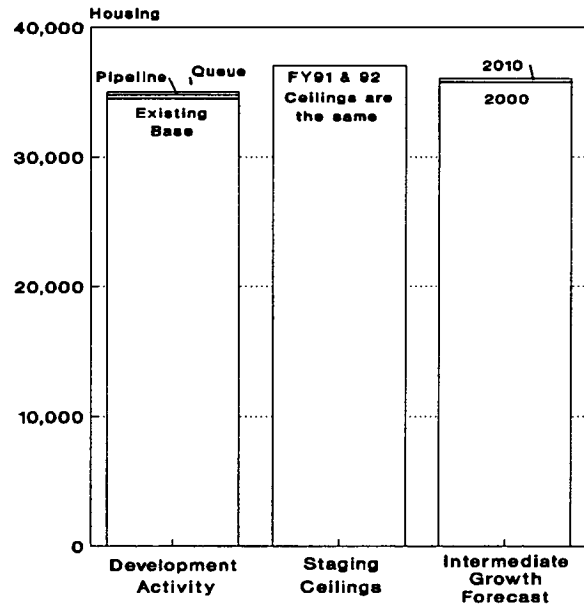
	JOB	HOUSING
1990 Base	21,600	34,500
Gross Pipeline (9/27/90)	21,969	34,993
FY 91 Gross Ceiling	28,077	37,073
Net Remaining	6,108	2,080
FY 92 Gross Ceiling	28,077	37,073
Net Remaining	6,108	2,080



Jobs



Housing

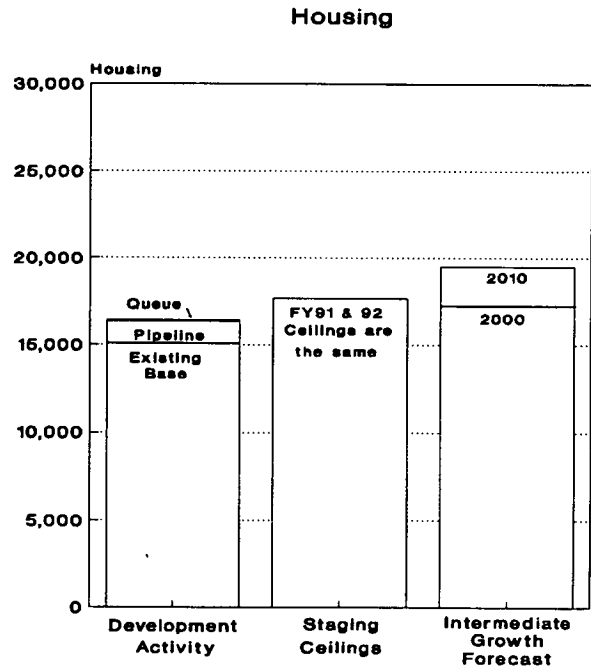
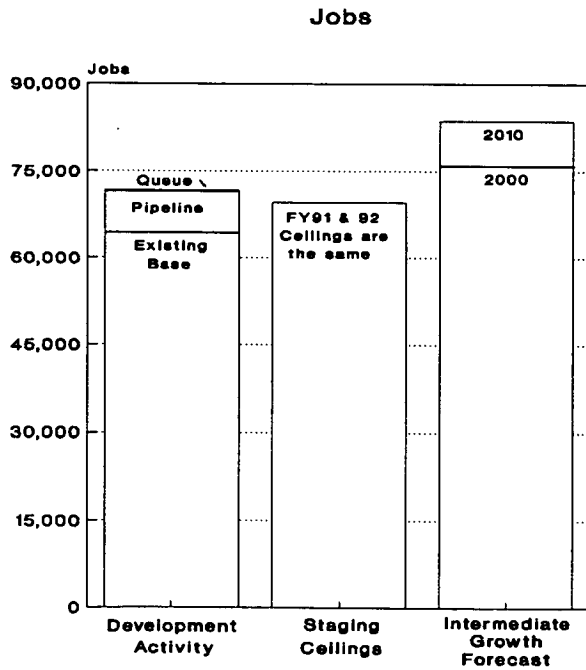
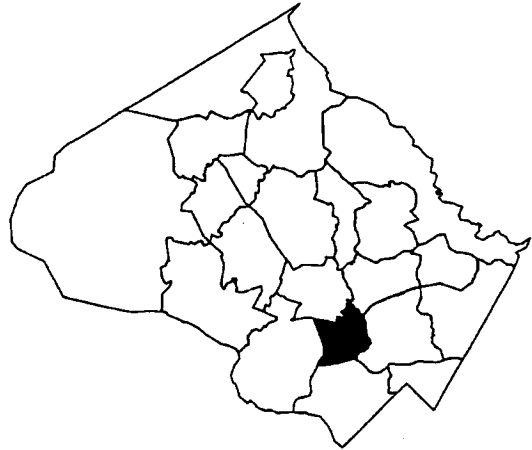


PROFILE 1990 Estimate

	Number	Rank
Job Queue (7/1/90)	429	8
Housing Queue (7/1/90)	59	13
Job/Housing Ratio	0.63	10
Land Area in Square Miles	19.75	5

NORTH BETHESDA

	JOB	HOUSING
1990 Base	64,400	15,000
Gross Pipeline (9/27/90)	71,517	16,295
FY 91 Gross Ceiling	69,591	17,667
Net Remaining	(1,926)	1,372
FY 92 Gross Ceiling	69,591	17,667
Net Remaining	(1,926)	1,372

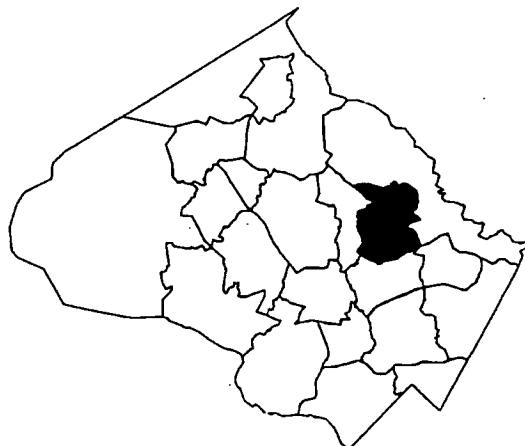


PROFILE 1990 Estimate

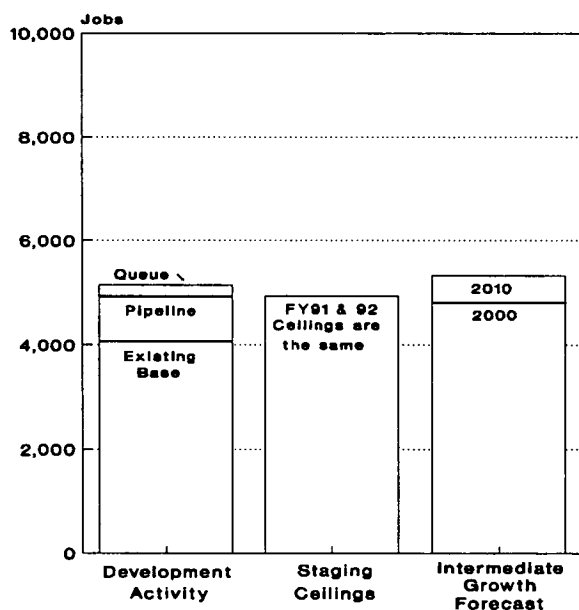
	Number	Rank
Job Queue (7/1/90)	186	10
Housing Queue (7/1/90)	133	11
Job/Housing Ratio	4.30	3
Land Area in Square Miles	9.01	13

OLNEY

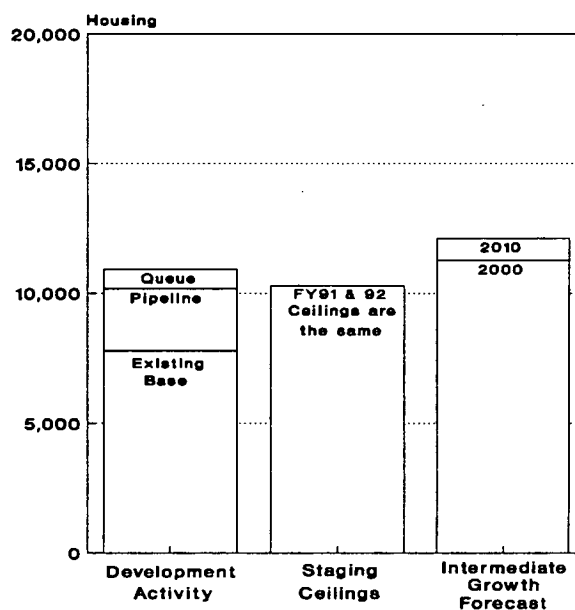
	JOB	HOUSING
1990 Base	4,100	7,800
Gross Pipeline (9/27/90)	4,950	10,249
FY 91 Gross Ceiling	4,934	10,279
Net Remaining	(16)	30
FY 92 Gross Ceiling	4,934	10,279
Net Remaining	(16)	30



Jobs



Housing



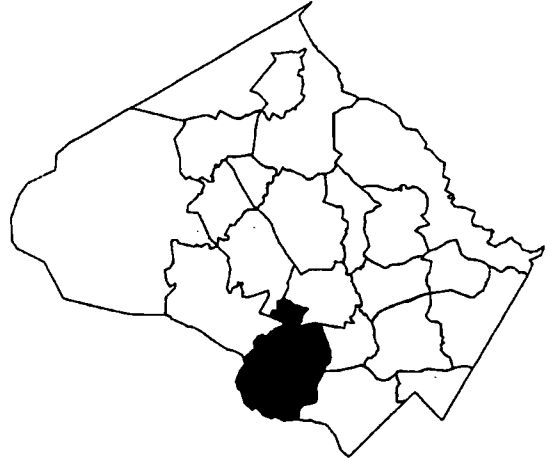
PROFILE

1990 Estimate

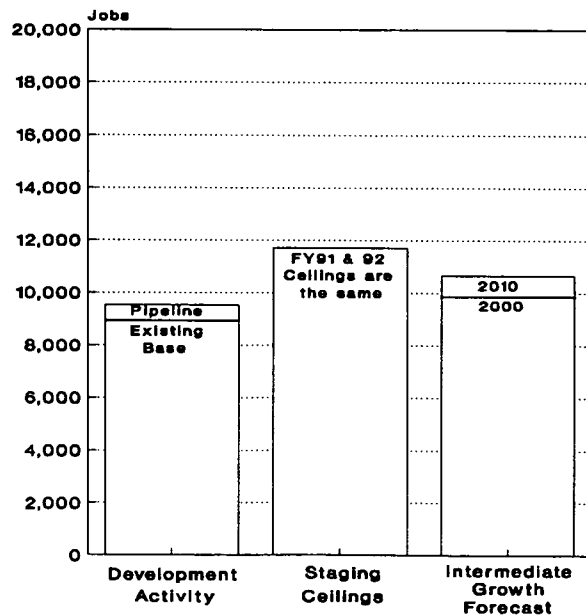
	Number	Rank
Job Queue (7/1/90)	199	9
Housing Queue (7/1/90)	682	5
Job/Housing Ratio	0.52	13
Land Area in Square Miles	16.93	7

POTOMAC

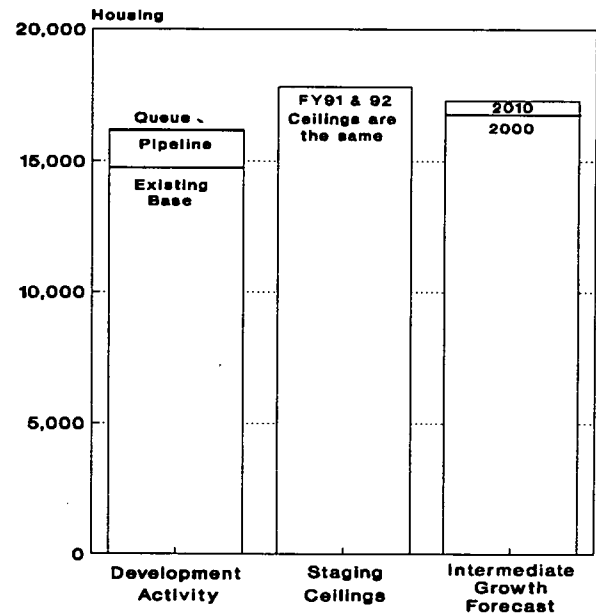
	JOB	HOUSING
1990 Base	8,900	14,700
Gross Pipeline (9/27/90)	9,524	16,142
FY 91 Gross Ceiling	11,705	17,818
Net Remaining	2,181	1,676
FY 92 Gross Ceiling	11,705	17,818
Net Remaining	2,181	1,676



Jobs



Housing

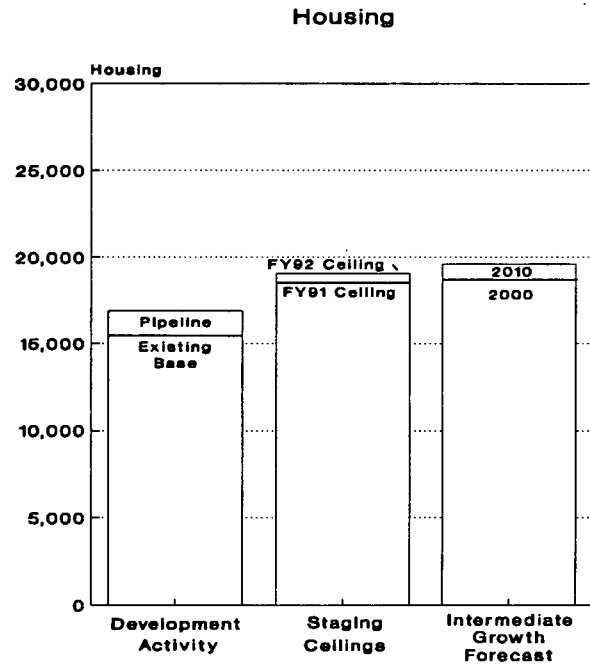
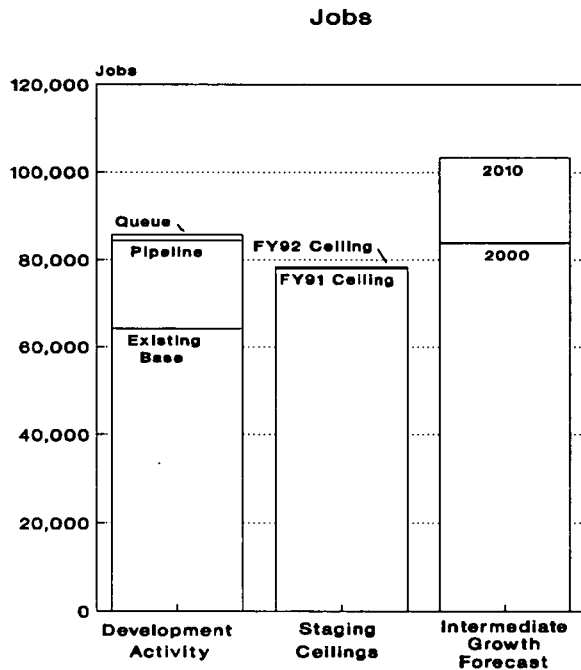
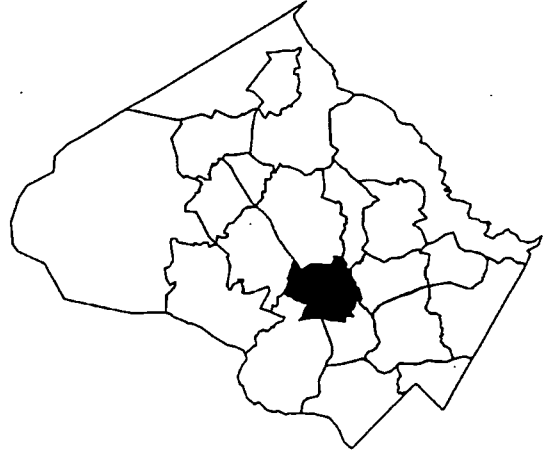


PROFILE 1990 Estimate

	Number	Rank
Job Queue (7/1/90)	0	16
Housing Queue (7/1/90)	58	14
Job/Housing Ratio	.61	12
Land Area in Square Miles	30.11	1

ROCKVILLE

	JOB	HOUSING
1990 Base	64,500	15,500
Gross Pipeline (9/27/90)	84,101	16,887
FY 91 Gross Ceiling	77,912	18,567
Net Remaining	(6,189)	1,680
FY 92 Gross Ceiling	80,412	19,067
Net Remaining	(3,689)	2,180

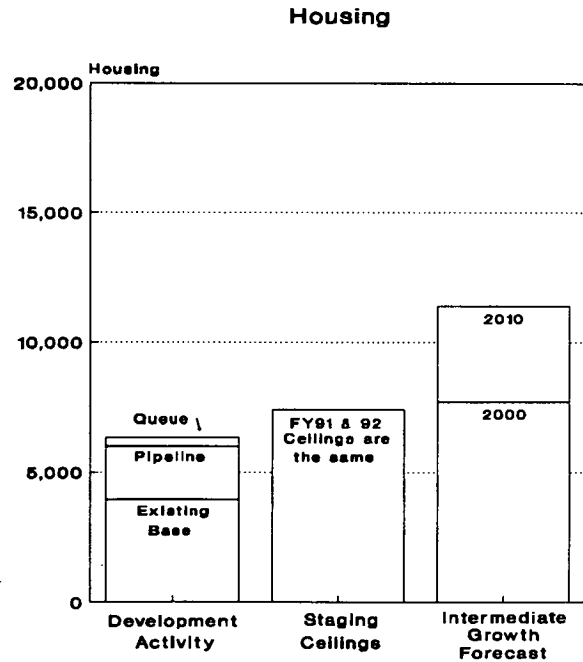
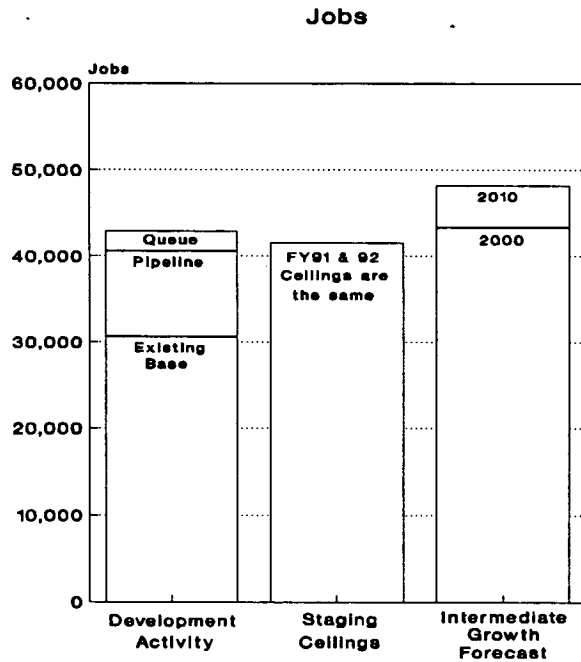
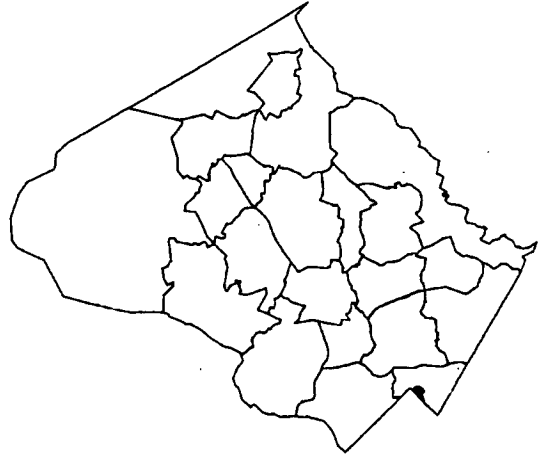


PROFILE 1990 Estimate

	Number	Rank
Job Queue (7/1/90)	1,539	7
Housing Queue (7/1/90)	0	17
Job/Housing Ratio	4.17	4
Land Area in Square Miles	13.84	8

SILVER SPRING CBD

	JOB	HOUSING
1990 Base	30,700	4,000
Gross Pipeline (9/27/90)	40,559	6,047
FY 91 Gross Ceiling	41,500	7,382
Net Remaining	941	1,335
FY 92 Gross Ceiling	41,500	7,382
Net Remaining	941	1,335

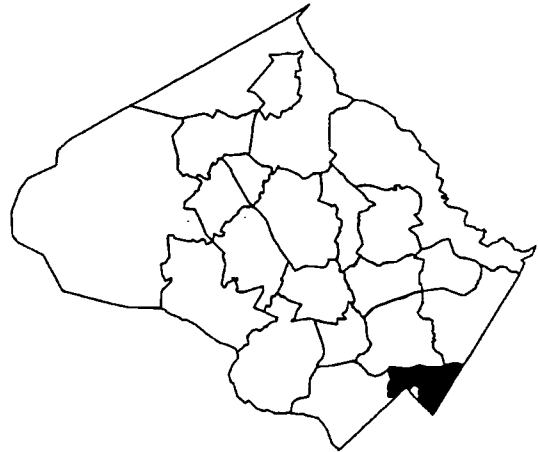


PROFILE 1990 Estimate

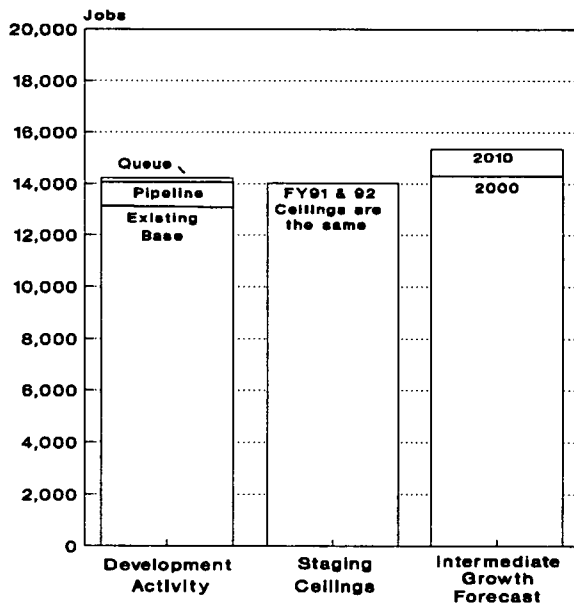
	Number	Rank
Job Queue (7/1/90)	2,310	6
Housing Queue (7/1/90)	276	8
Job/Housing Ratio	7.64	2
Land Area in Square Miles	0.57	17

SILVER SPRING/TAKOMA PARK

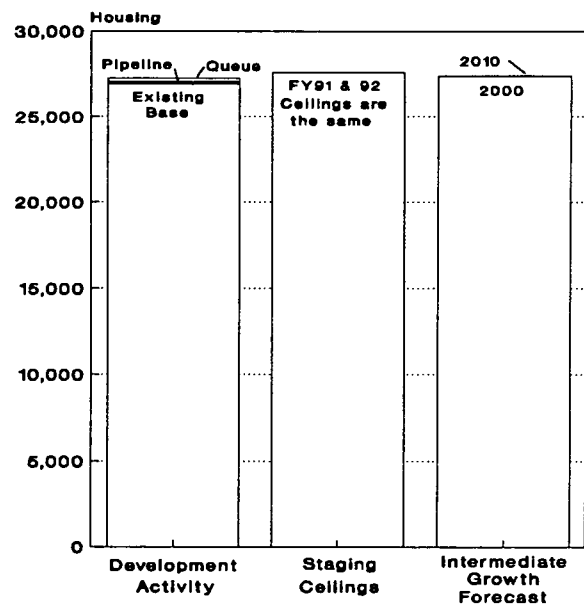
	JOB	HOUSING
1990 Base	13,100	26,900
Gross Pipeline (9/27/90)	14,074	27,101
FY 91 Gross Ceiling	14,036	27,560
Net Remaining	(38)	459
FY 92 Gross Ceiling	14,036	27,560
Net Remaining	(38)	459



Jobs



Housing



PROFILE 1990 Estimate

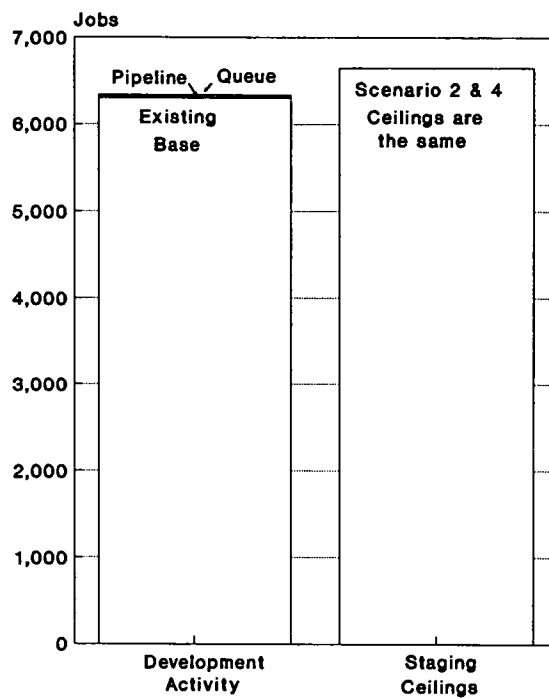
	Number	Rank
Job Queue (7/1/90)	153	11
Housing Queue (7/1/90)	131	12
Job/Housing Ratio	0.49	14
Land Area in Square Miles	8.53	14

B. Scenario 2 and 4

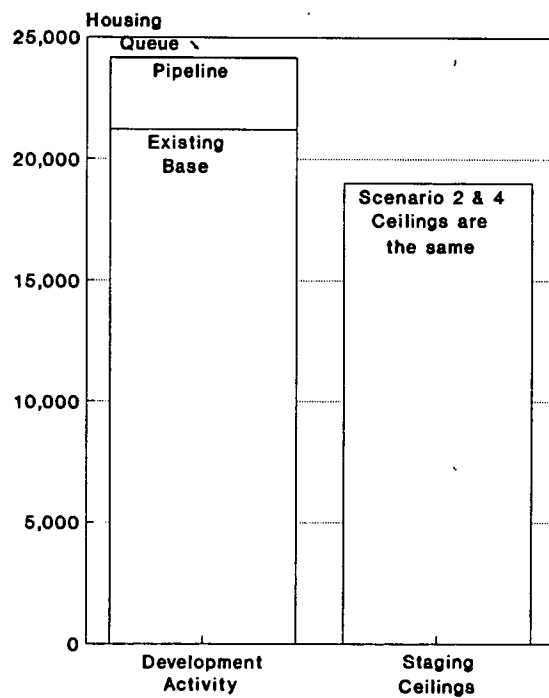
Staging Charts

Aspen Hill

Jobs

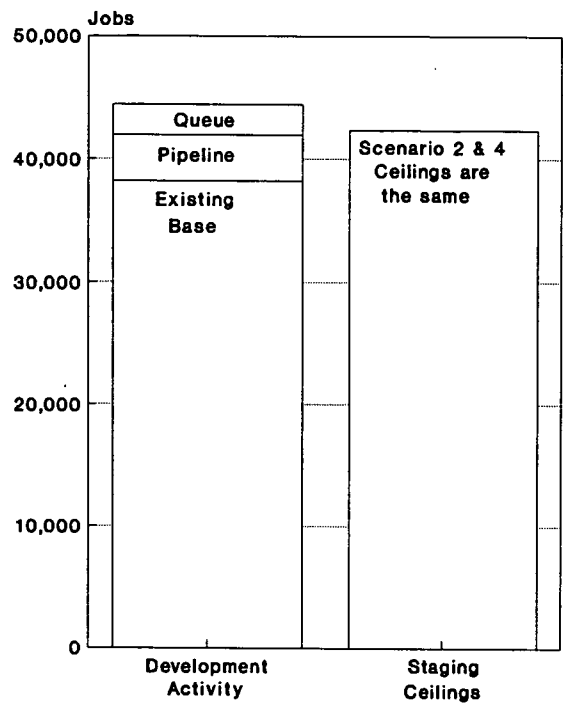


Housing

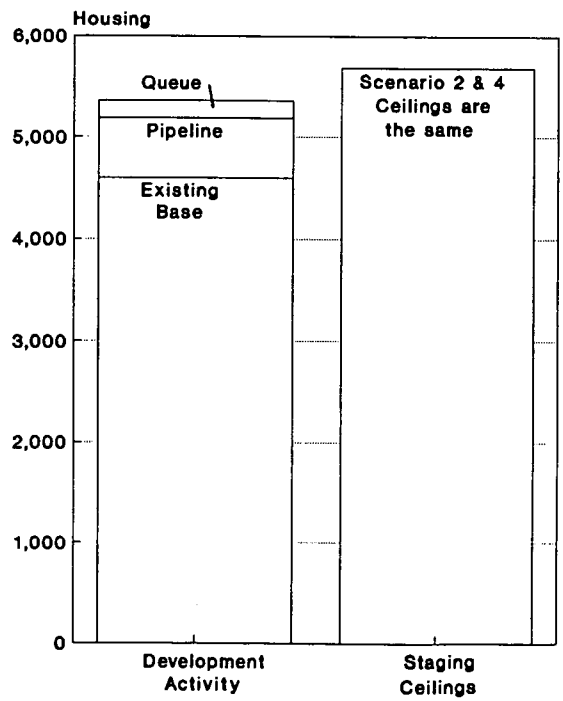


Bethesda CBD

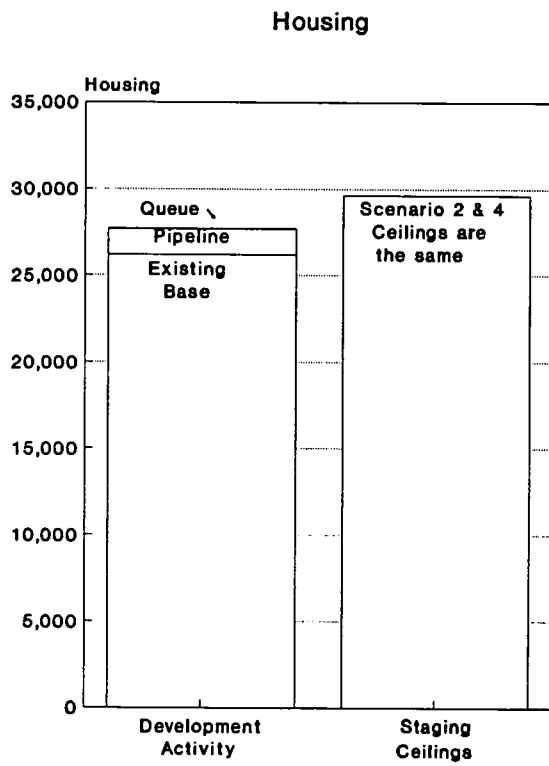
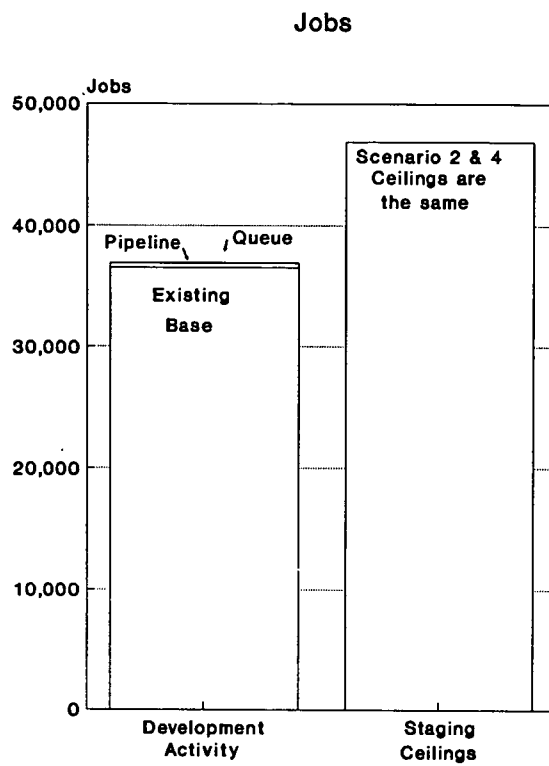
Jobs



Housing

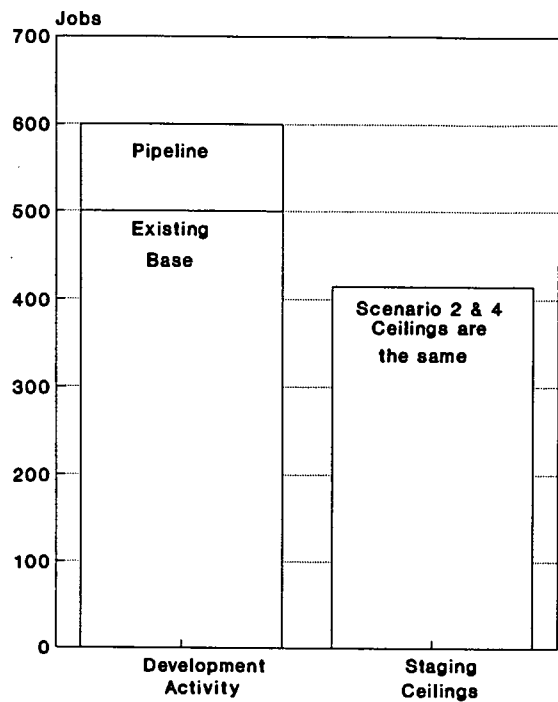


Bethesda/ Chevy Chase

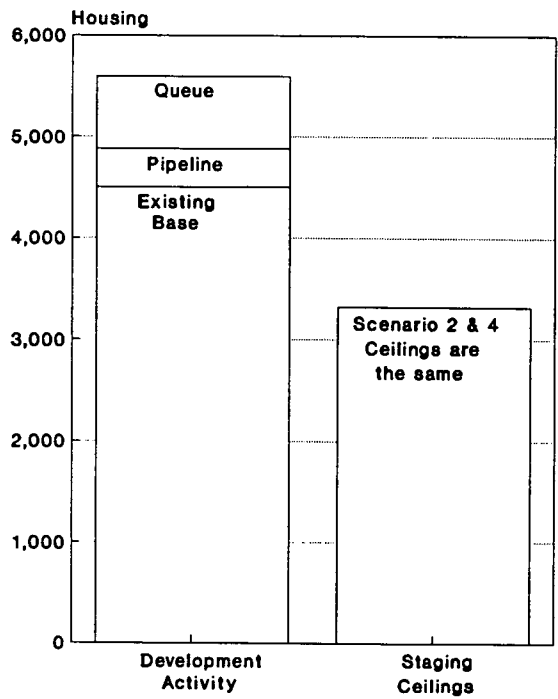


Cloverly

Jobs

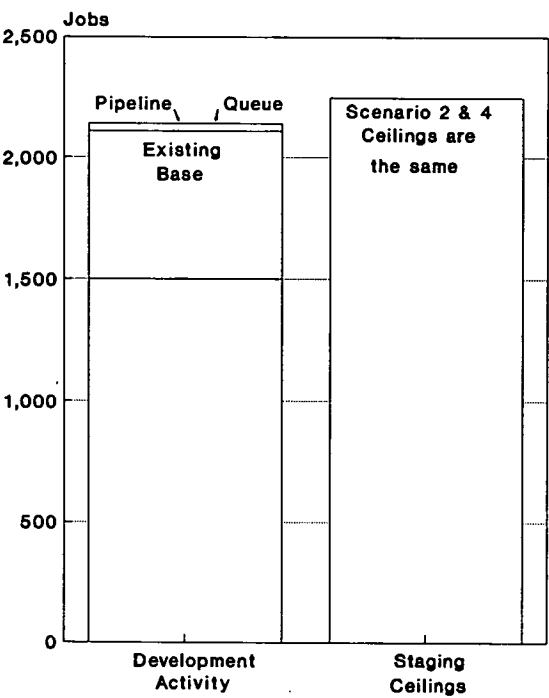


Housing

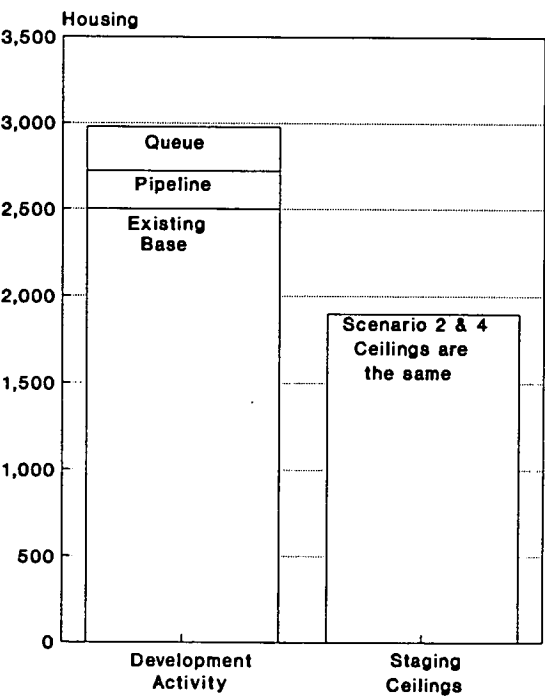


Damascus

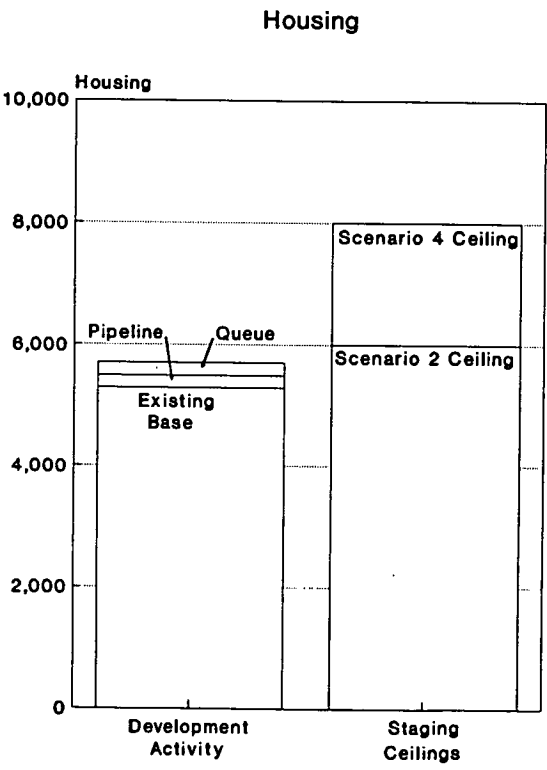
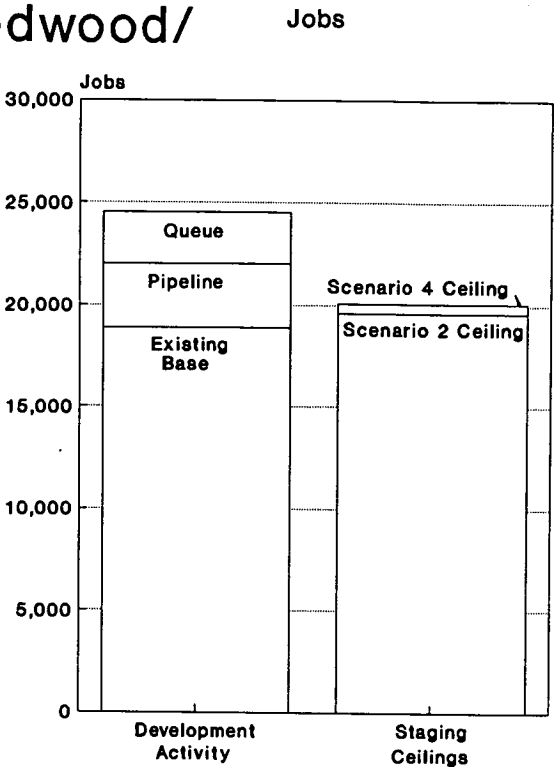
Jobs



Housing

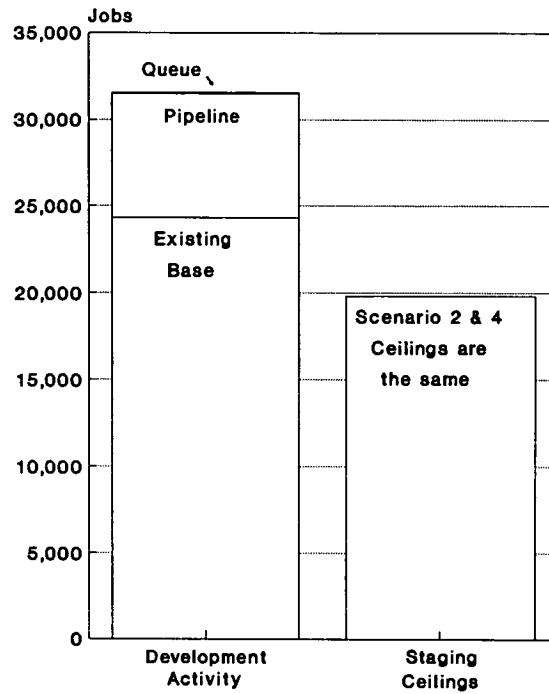


Derwood/Needwood/
Washington
Grove

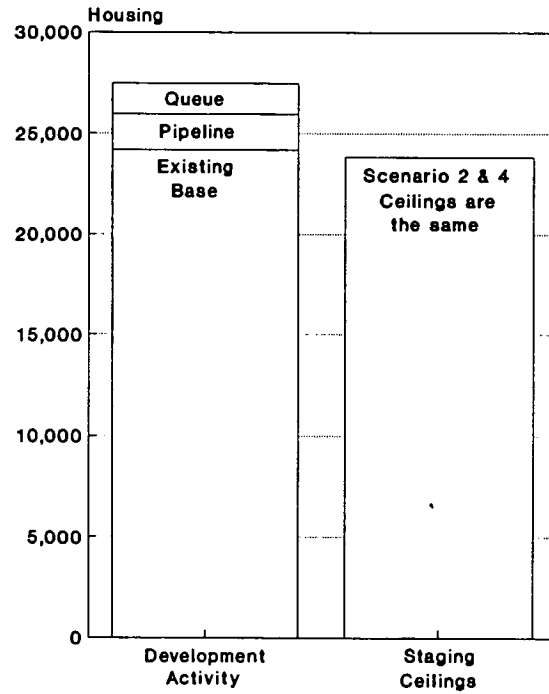


Fairland/ White Oak

Jobs

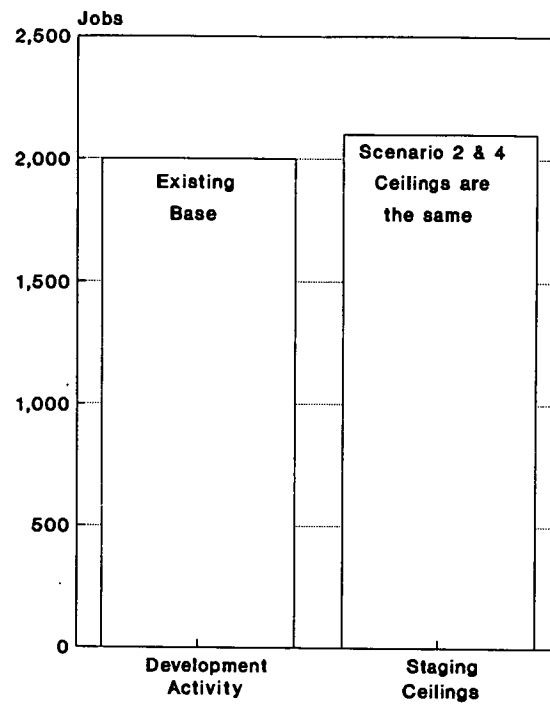


Housing

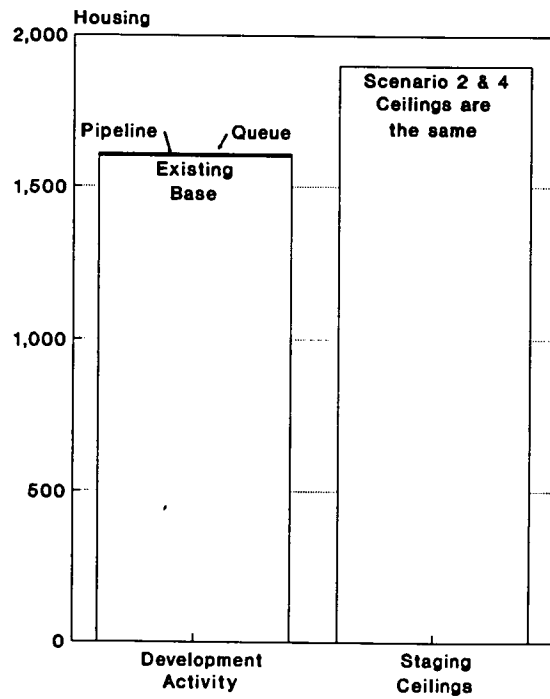


Forest Glen

Jobs

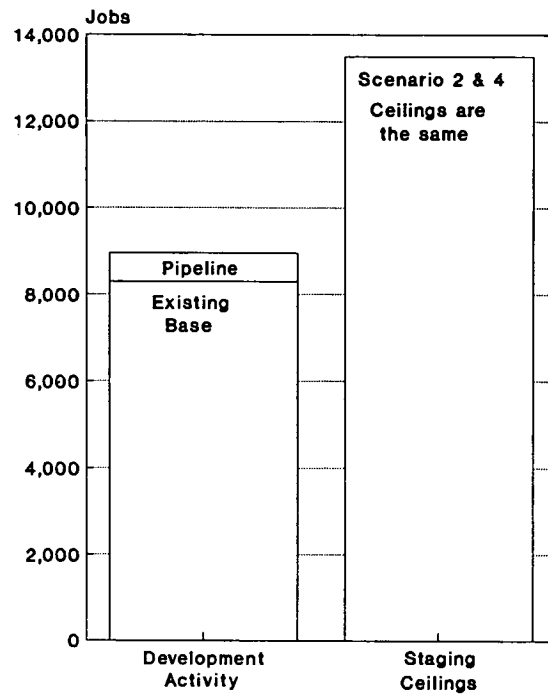


Housing

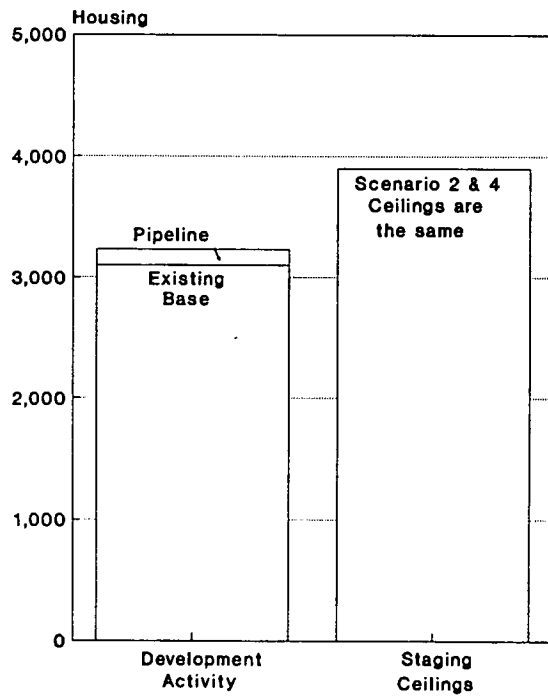


Friendship Heights

Jobs

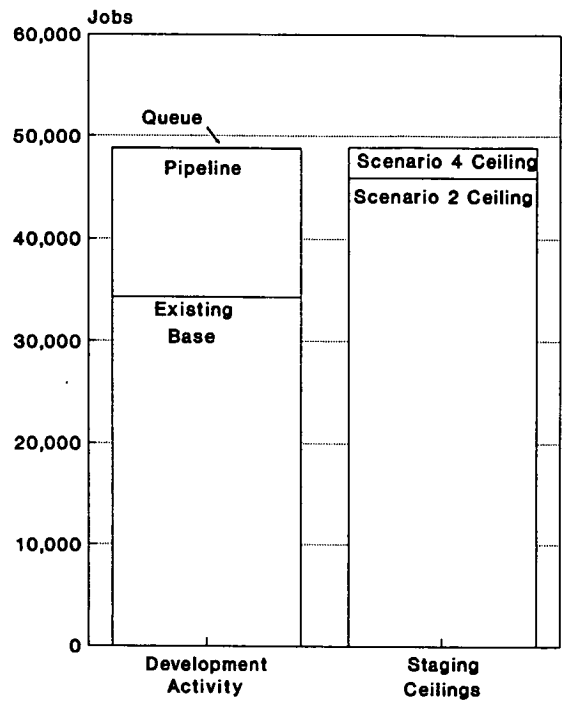


Housing

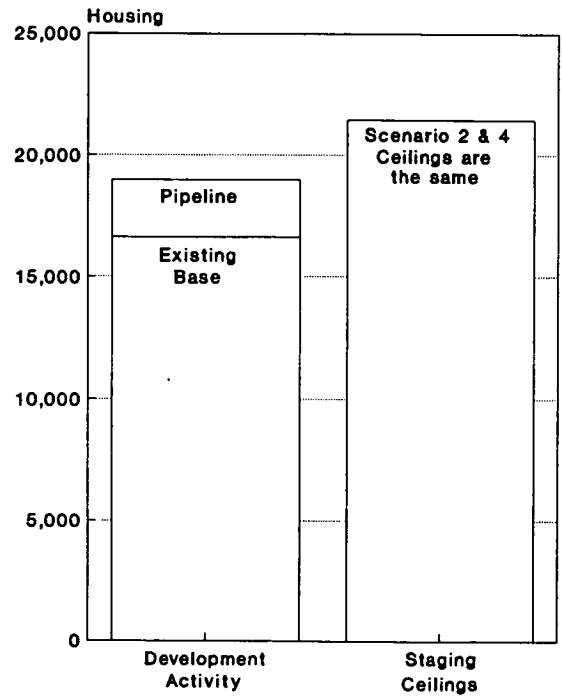


Gaithersburg City

Jobs

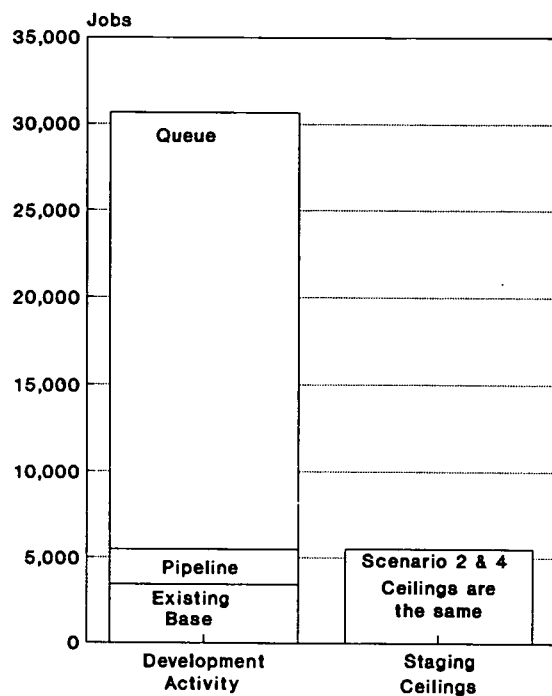


Housing

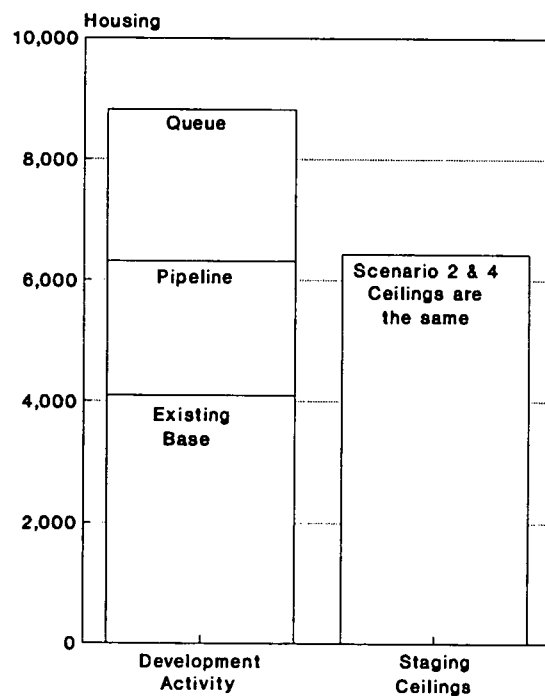


Germantown East

Jobs

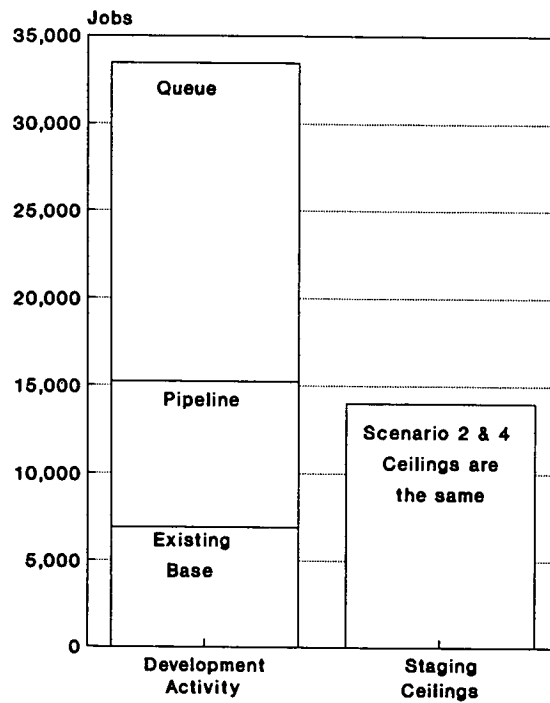


Housing

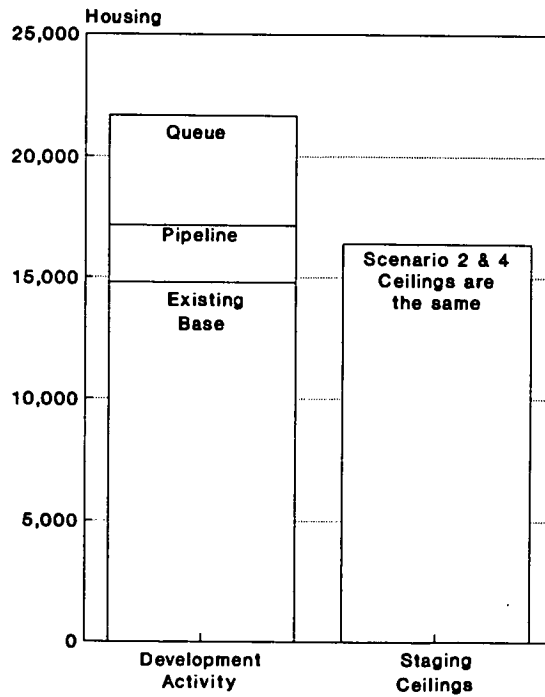


Germantown West

Jobs

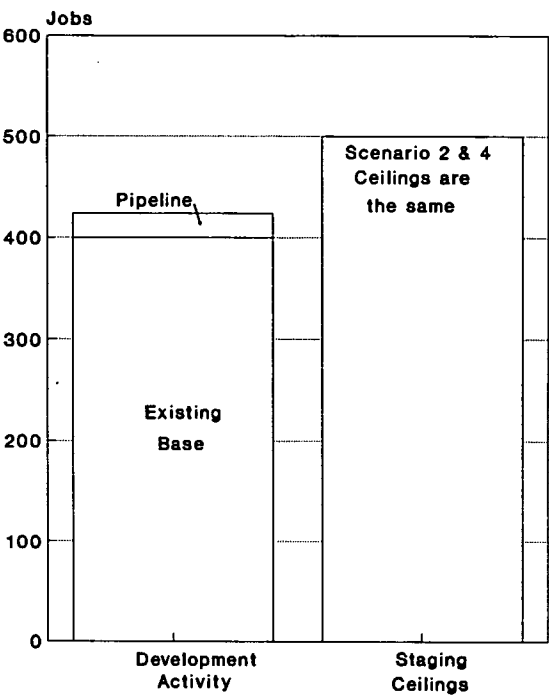


Housing

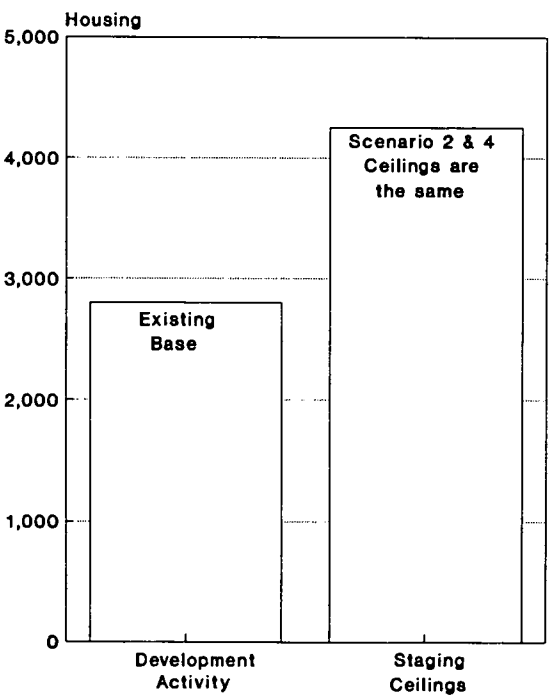


Grosvenor

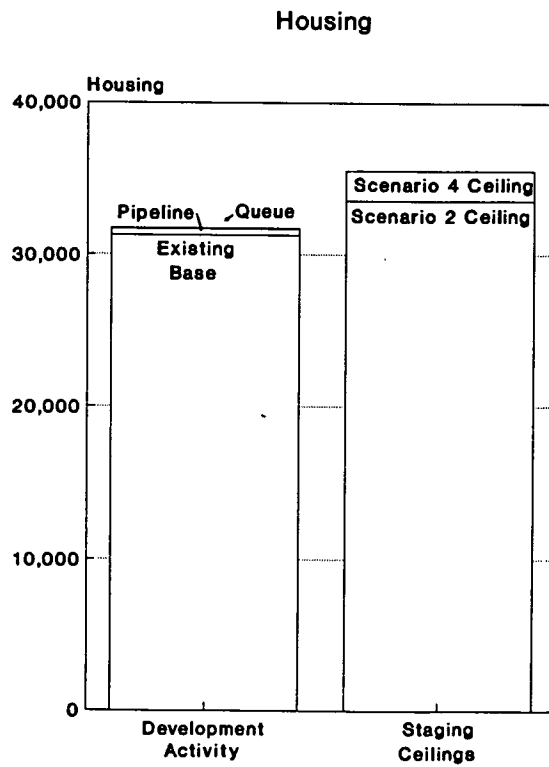
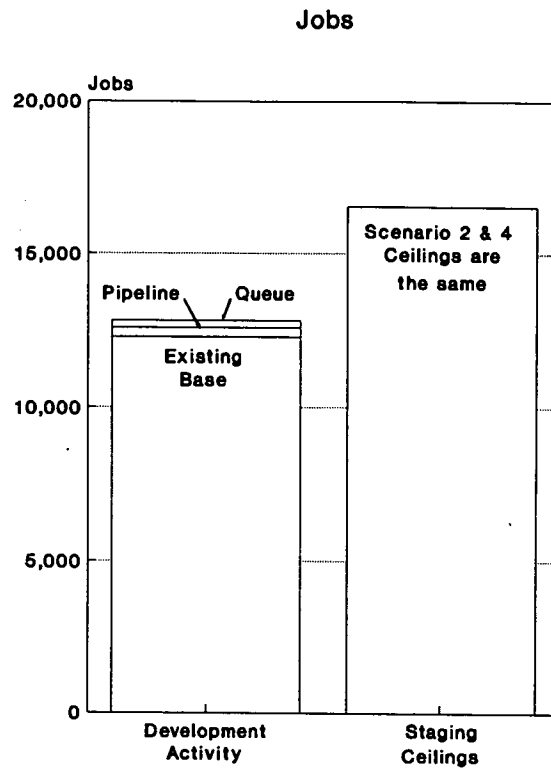
Jobs



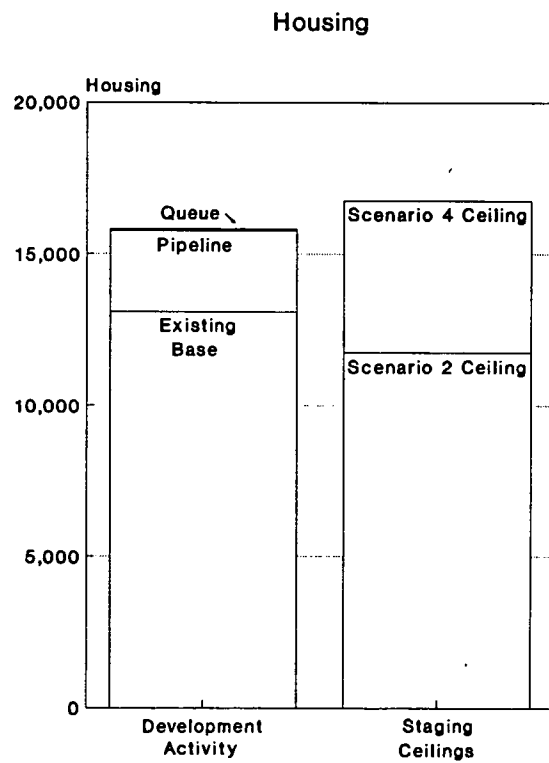
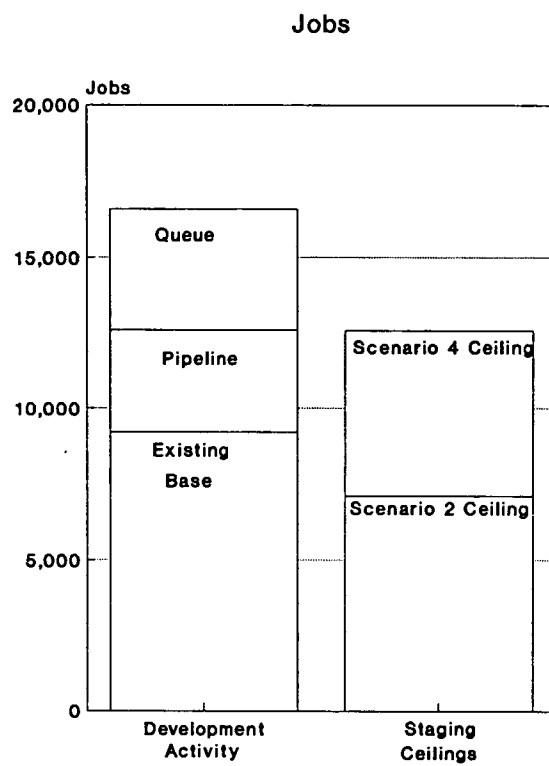
Housing



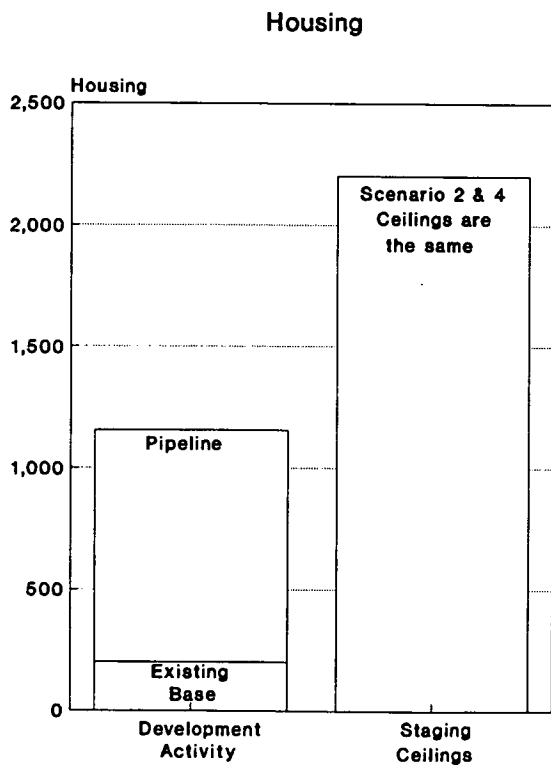
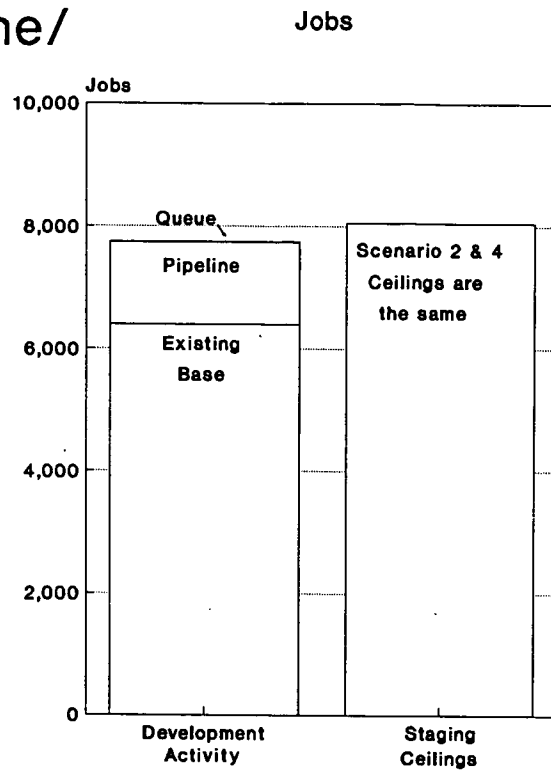
Kensington/ Wheaton



Montgomery Village/ Airpark

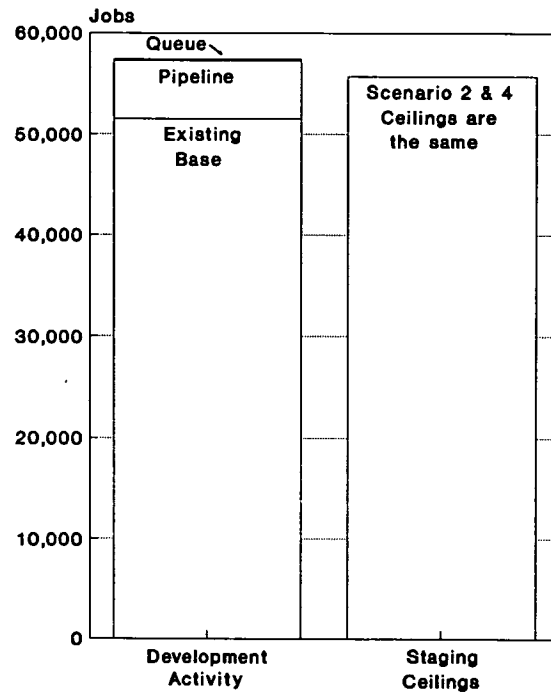


Nicholson Lane/ White Flint

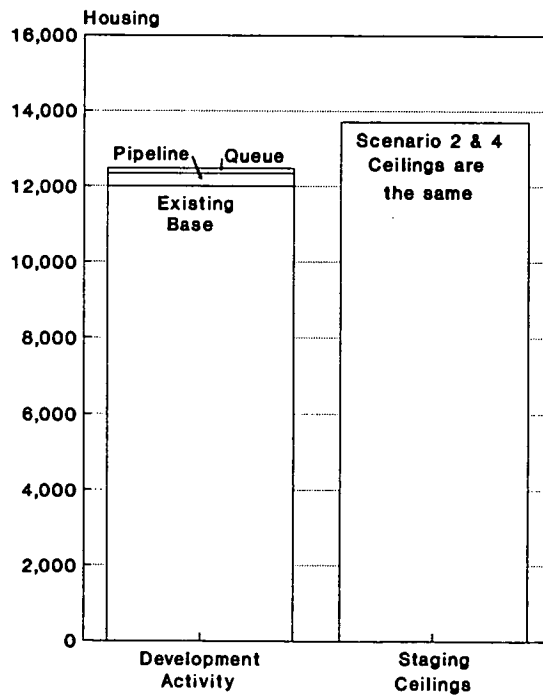


North Bethesda

Jobs

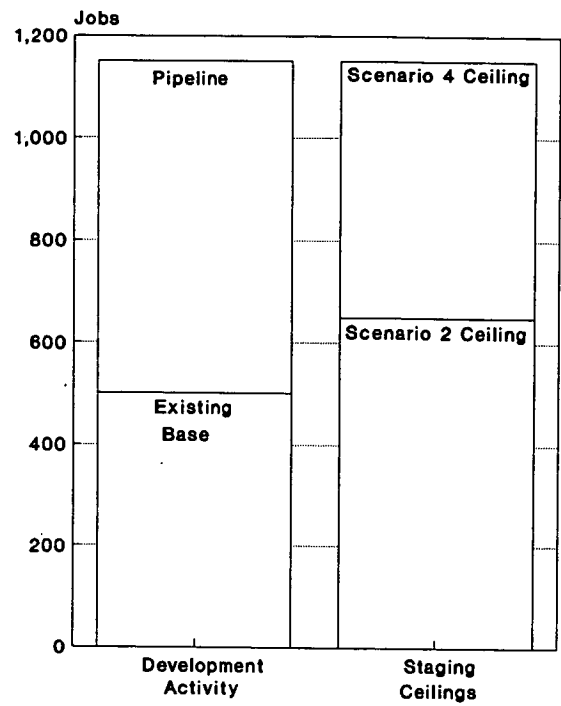


Housing

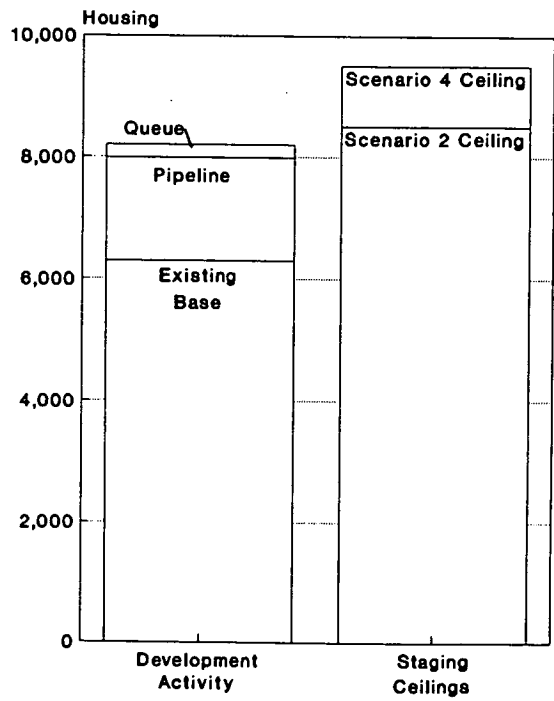


North Potomac

Jobs

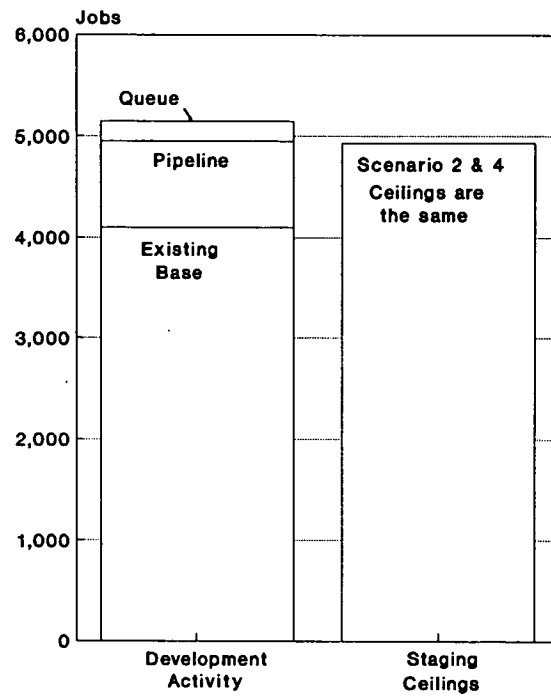


Housing

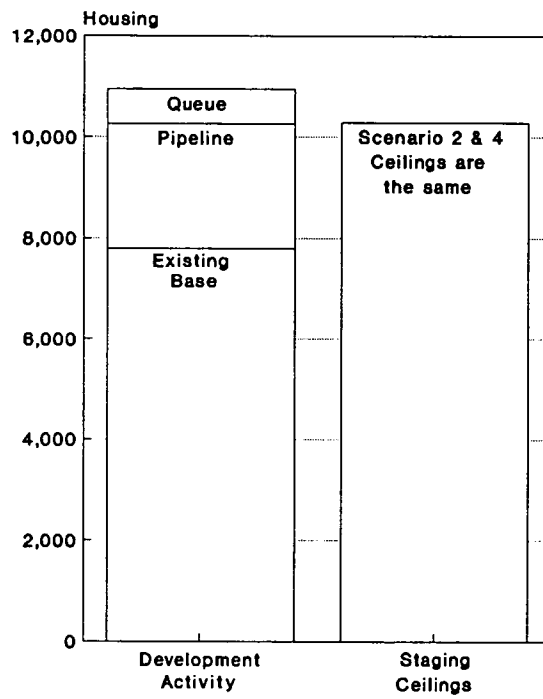


Olney

Jobs

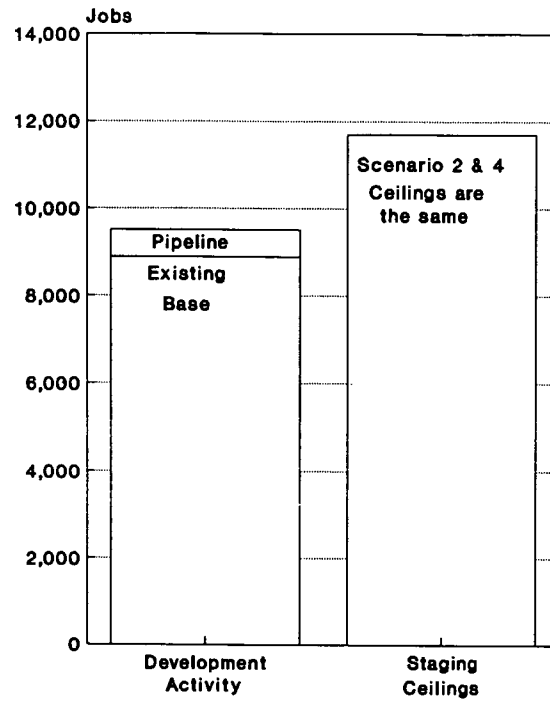


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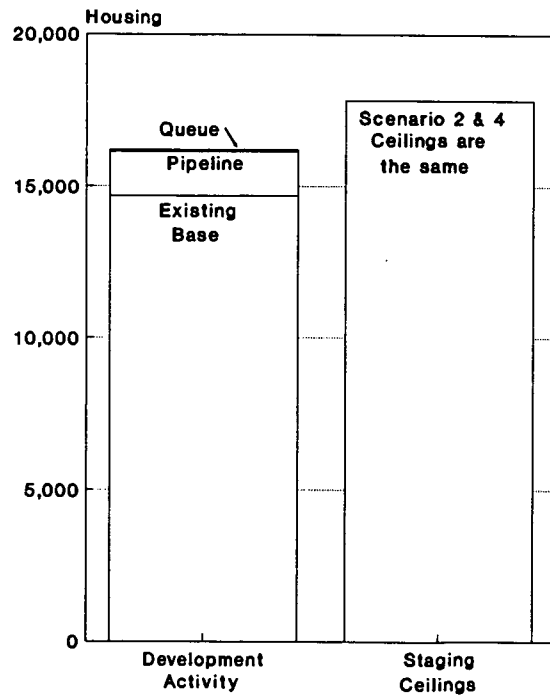


Potomac

Jobs

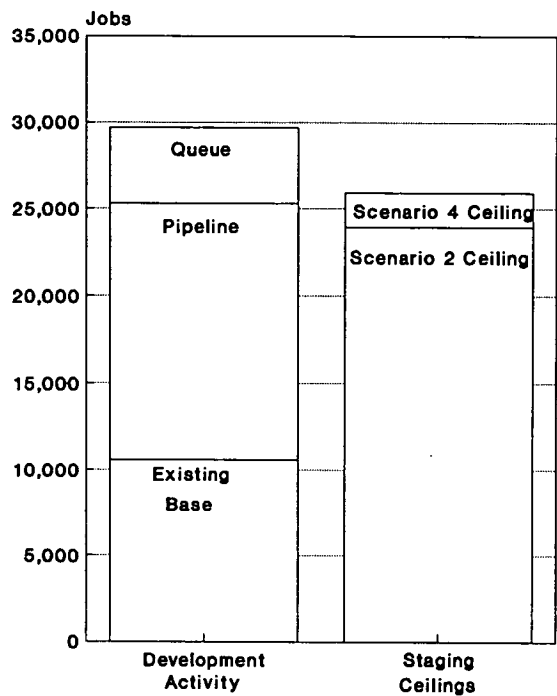


Housing

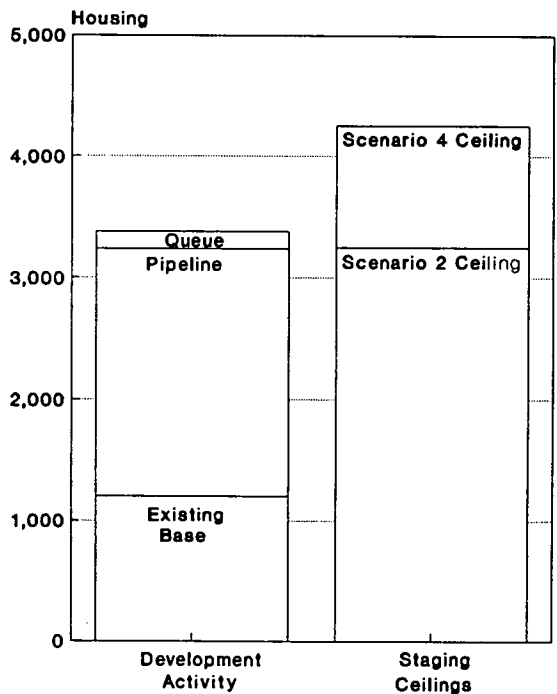


R & D Village

Jobs

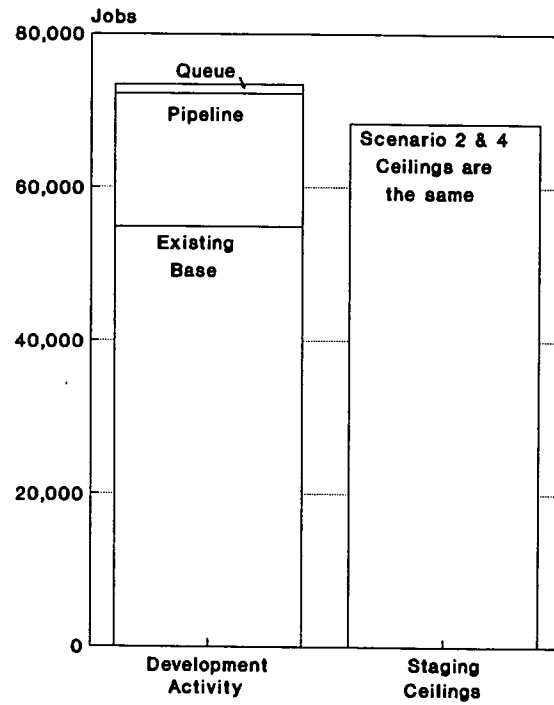


Housing

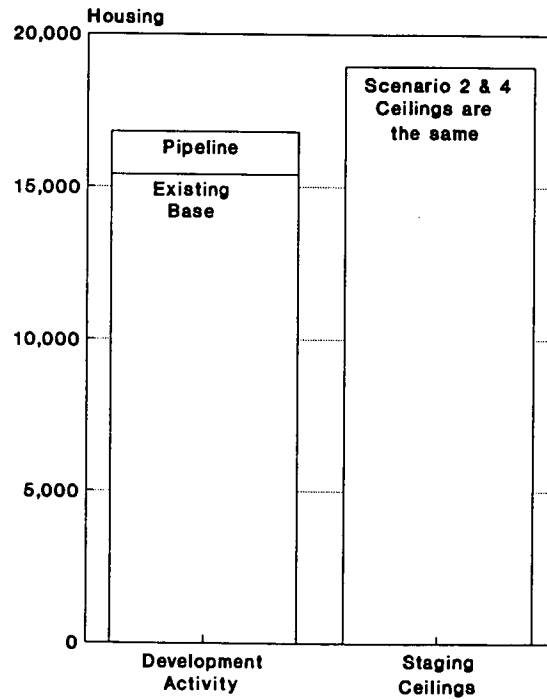


Rockville City

Jobs

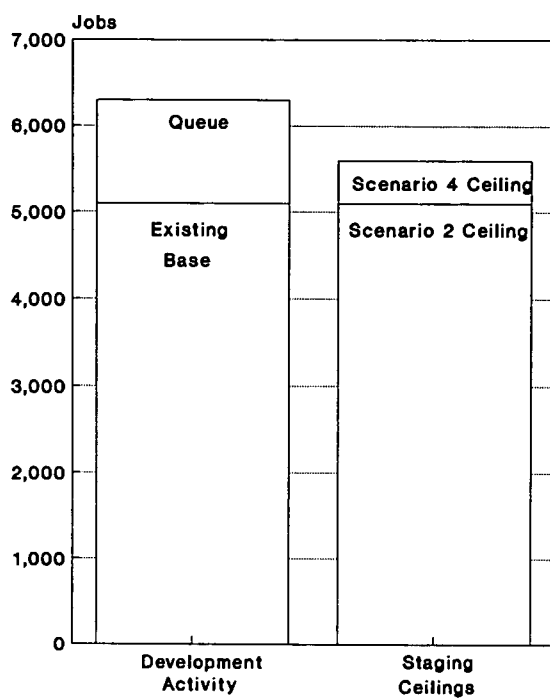


Housing

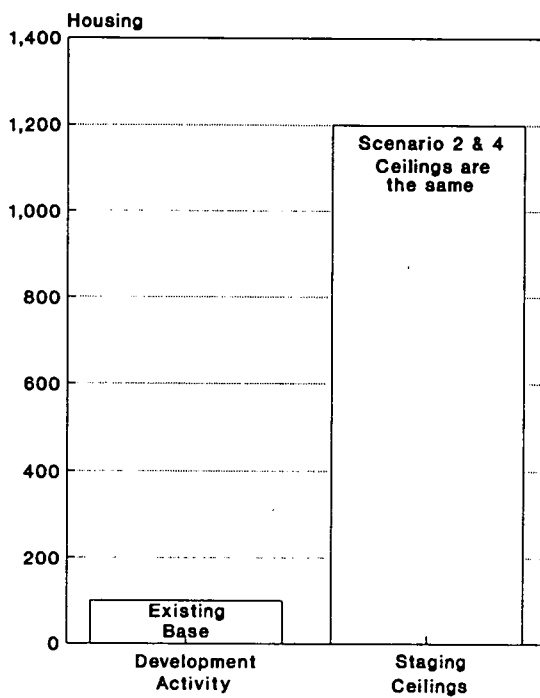


Shady Grove

Jobs

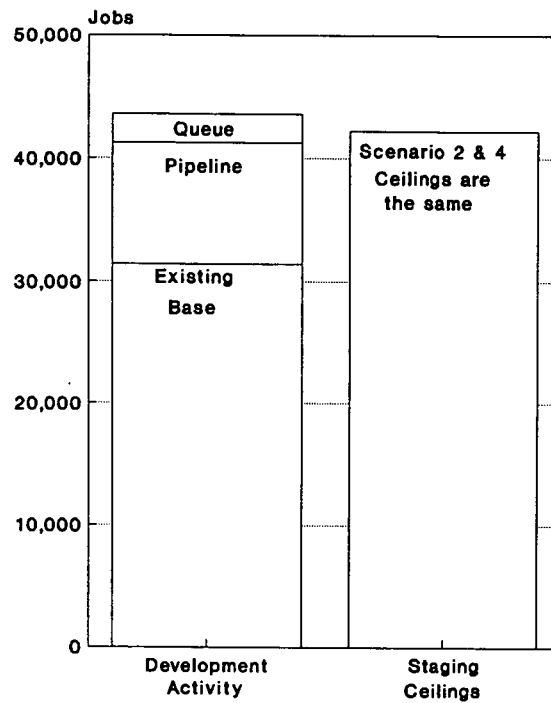


Housing

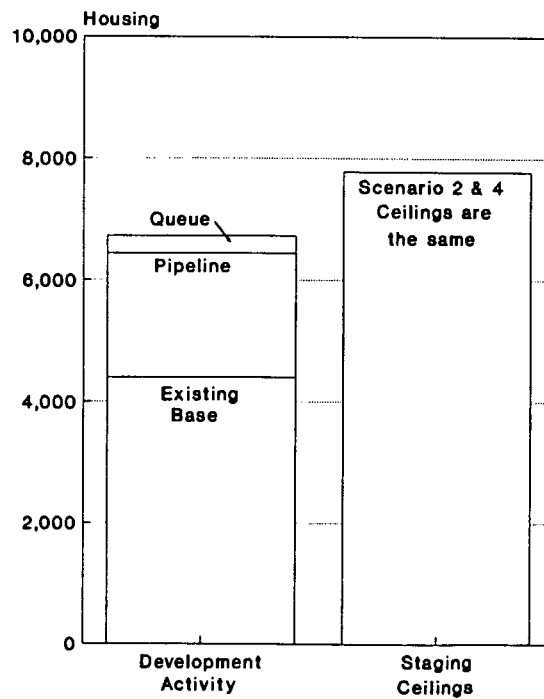


Silver Spring CBD

Jobs

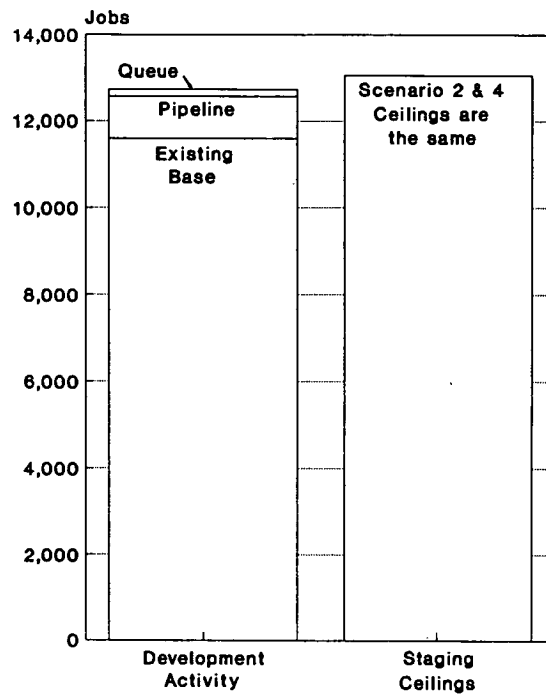


Housing

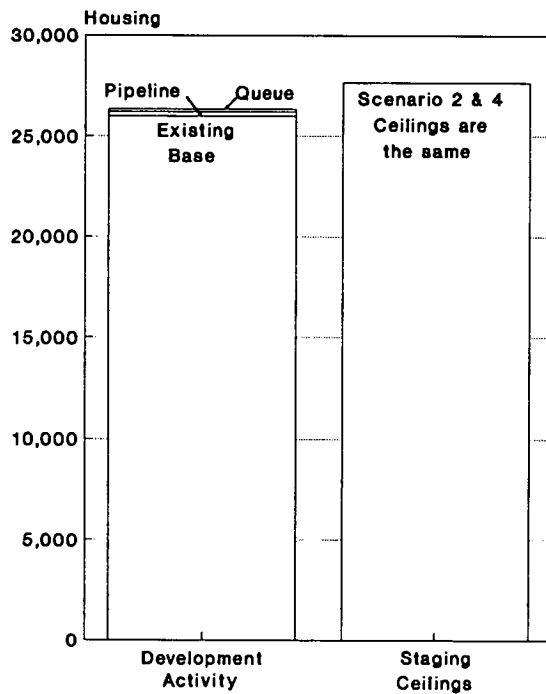


Silver Spring/ Takoma Park

Jobs

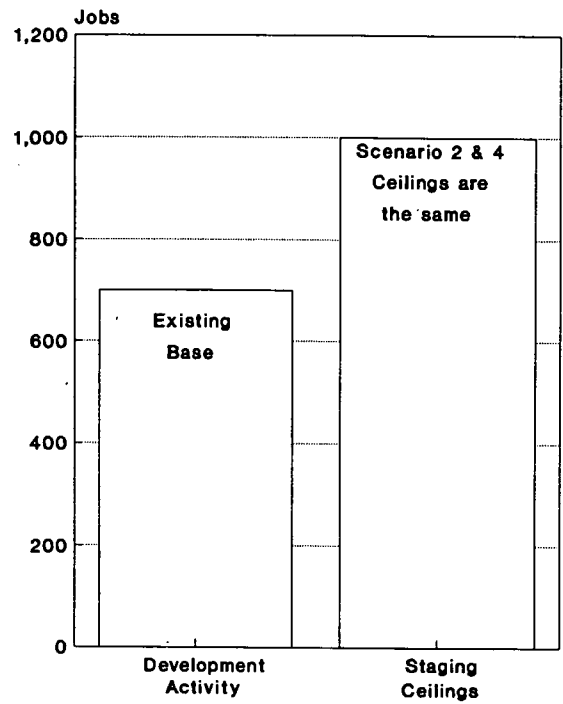


Housing

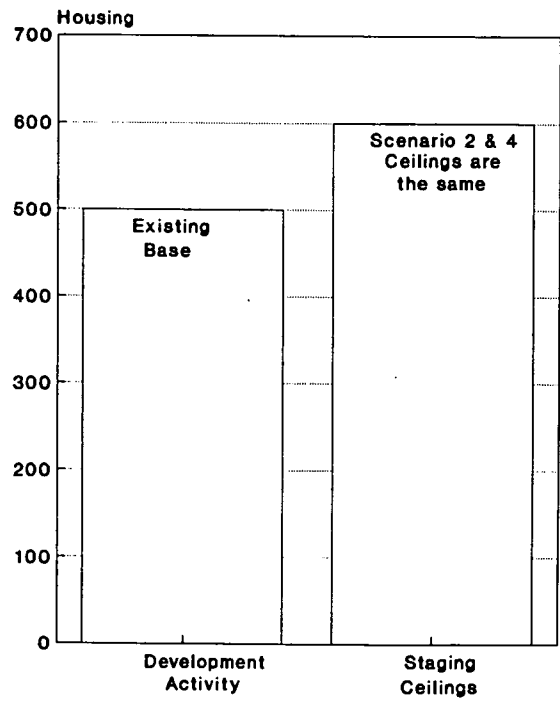


Takoma Park

Jobs

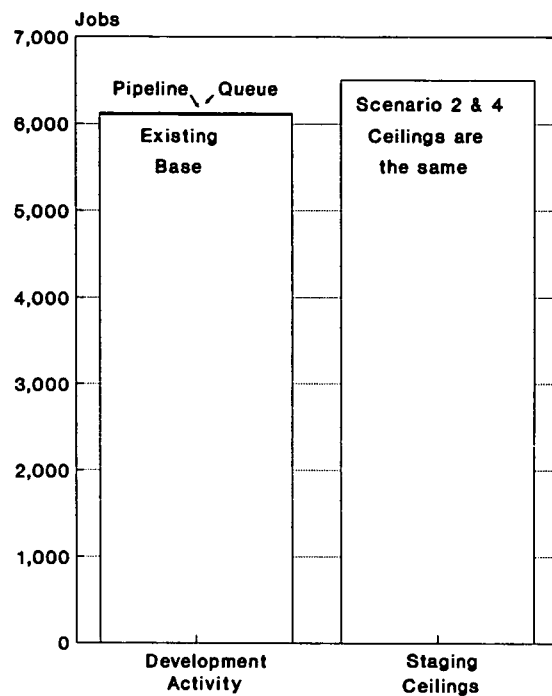


Housing

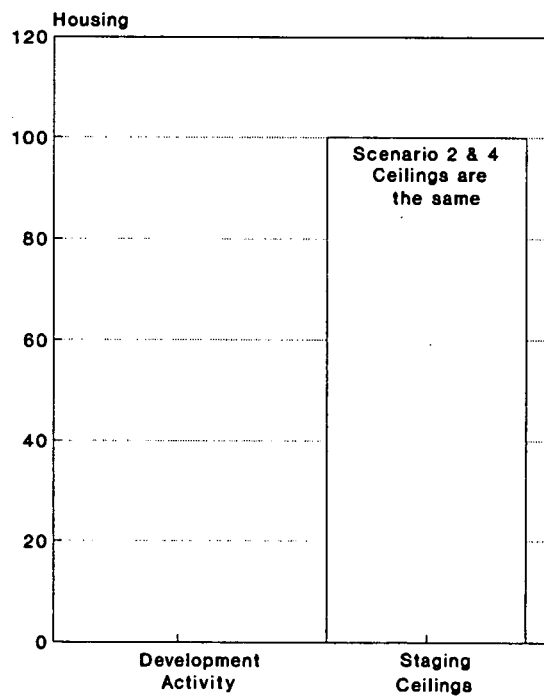


Twinbrook

Jobs

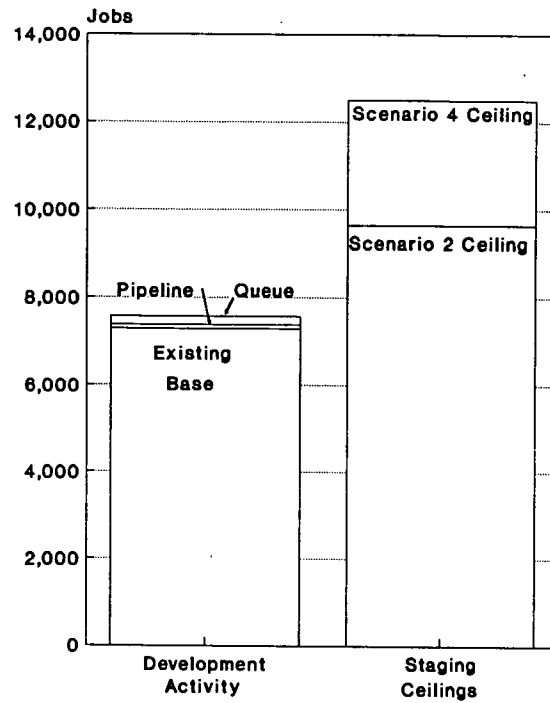


Housing

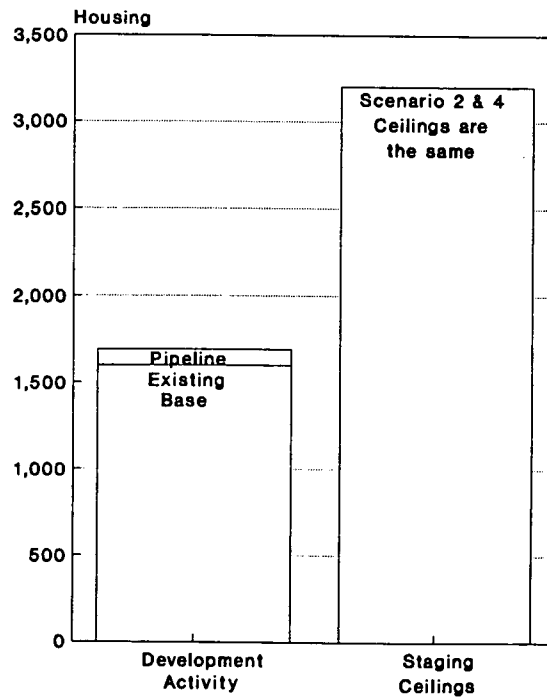


Wheaton

Jobs



Housing



Appendix 3:

**Annual
Growth
Policy
Legislation**

**(Chapter 33A, Planning
Procedures, Montgomery
County Code,
Enacted April 15, 1986)**

PLANNING PROCEDURES

ARTICLE II. GROWTH POLICIES.*

Sec. 33–15. Annual growth policy.

(a) *Purpose.*

(1) The purpose of this article is to establish a process by which the county council can give policy guidance to the various agencies of government and to the general public on matters concerning:

- a. Land use development;
- b. Growth management; and
- c. Related environmental, economic, and social issues.

(2) The process will be established through the adoption by the county council of an annual growth policy, which is intended to be an instrument that facilitates and coordinates the use of the various powers of government to limit or encourage growth and development in a manner that best enhances the general health, welfare, and safety of the residents of the county.

(b) *Simplified description.*

(1) The county council must adopt a growth policy:

- a. No later than June 30 of each year; and
- b. After:

(i) Receipt of a draft annual growth policy prepared by the Montgomery County Planning Board;

(ii) Receipt of specific recommendations prepared by the county executive, and comments by other public agencies concerning the draft annual growth policy; and

(iii) A public hearing on both the draft annual growth policy and the recommendations of the executive, and on the comments of other agencies.

(2) The annual growth policy is effective for a fiscal year, beginning July 1 [and running] through June 30.

* Editor's note—1986 L.M.C., ch. 53, § 1, added div. 2, § 33A-13, which the editor has redesignated art II to conform to the style of this Code. The renumbering of §§ 33A-8—33A-12 as §§ 33A-10—33A-14 necessitated the renumbering of the sections of this article from §§ 33A-13, 33A-14 to §§ 33A-15, 33A-16.

(c) Duties of the planning board.

(1) The Montgomery County Planning Board must:

- a. Each year, produce a draft annual growth policy;
- b. By December 1 of each year:
 - (i) Send copies of the draft to the county executive, the other agencies, and the county council; and
 - (ii) Make copies available to the general public;
- c. By October 15, make available a staff draft to the staff of the executive and other agencies for their use in preparing recommended capital improvements programs for the next fiscal year.

(2) The draft annual growth policy must include:

- a. A status report on the general land use conditions in the county, including:
 - (i) The remaining growth capacity of zoned land;
 - (ii) The pipeline of approved development permits, including preliminary subdivision plans, sewer authorizations, record plats, and building permits;
 - (iii) The recent trends in real estate transactions;
 - (iv) The level of service conditions of major public facilities and environmentally sensitive areas; and
 - (v) Other relevant monitoring measures;
- b. A forecast of the most probable trends in population, households, and employment for the next ten (10) years, including a section that focuses on the key factors that may affect the trends for the immediate next two (2) years;
- c. A set of recommended growth capacity ceilings for each policy area within the county, for both residential and employment land uses, which are based on:
 - (i) Alternative possible scenarios of potential public facility growth; and
 - (ii) Recommended level of service indices for major public facilities;
- d. A set of policy guidelines for the planning board, and other agencies as appropriate, with respect to their administration of the ordinances and regulations that affect growth and development; and
- e. Any other information or recommendations as may be relevant to the general subject of growth policy, or as may be requested by the county council:
 - (i) In the course of adopting the annual growth policy for the year; or

(ii) By a subsequent resolution.

(d) *Duties of the county executive.*

(1) By January 1 of each year, the county executive must send to the county council:

a. Recommended growth capacity ceilings for each planning policy area, for both residential and employment land uses, that are consistent with the recommended capital improvements program; and

b. Any other revisions in the draft of the planning board in the form of specific additions or deletions.

(2) At the same time, the county executive must make available to the planning board, the other agencies, and the general public copies of these recommendations.

(3) During the year, the county executive must assist the planning board to compile its status report for the draft annual growth policy by making available monitoring data that is routinely collected by executive branch departments.

(4) The county executive must use the information in the draft annual growth policy of the planning board as a reference document in preparing the recommended capital improvements program of the executive for the next fiscal year, particularly with respect to the linkage between future capital construction schedules and policy area capacity ceilings.

(e) *Duties of the Montgomery County Board of Education.*

(1) By January 1 of each year, the Montgomery County Board of Education must send to the county council its comments on the draft annual growth policy of the planning board, including any recommended revisions in the form of specific additions or deletions.

(2) At the same time, the board of education must make available to the planning board and the general public copies of the comments and recommended revisions.

(3) During the year, the board of education must assist the planning board to compile its status report for the draft annual growth policy by making available monitoring data that is routinely collected by branch departments of the board of education.

(f) *Duties of the Washington Suburban Sanitary Commission.*

(1) By January 1 of each year, the Washington Suburban Sanitary Commission must send to the county council its comments on the draft annual growth policy of the planning board, including any recommended revisions in the form of specific additions or deletions.

(2) At the same time, the Washington Suburban Sanitary Commission must make available to the planning board and the general public copies of the comments and recommended revisions.

(3) During the year, the Washington Suburban Sanitary Commission must assist the planning board to compile its status report for the draft annual growth policy by making available monitoring data that is routinely collected by branch departments of the Washington Suburban Sanitary Commission.

(g) Duties of the county council.

(1) After receipt of the draft annual growth policy, the recommendations of the county executive, and the other agency comments, the county council must hold a public hearing on the draft, recommendations and comments.

(2) No later than June 30 of each year, the county council must adopt an annual growth policy to be effective throughout the next fiscal year. If the county council does not adopt a new annual growth policy, the annual growth policy adopted the previous year remains in effect.

(3) When adopting the annual growth policy, the county council must approve, or approve with amendments, the recommendations of the county executive.

(4) The county council may adopt a subsequent resolution, after public hearing, to amend the annual growth policy. (1986 L.M.C., ch. 53, § 1.)

Sec. 33A-16. Interim growth policy.

(a) *Purpose.* The purpose of this section is to establish a process by which the county council can provide policy guidance on growth management and related issues, during the emergency period between the adoption of this section and the adoption of the council's first annual growth policy, scheduled for not later than June 30, 1987.

(b) *Duties of the planning board.* The Montgomery County Planning Board must submit to the county council and the county executive a draft interim growth policy, which includes:

- (1) An assessment of recent and near-term projected development activity;
- (2) An assessment of current and near-term projected level of service conditions for transportation facilities in each of the major policy areas within the county;
- (3) An assessment of which policy areas would benefit most from the intensive application of one (1) or more of the following traffic alleviation measures:
 - a. Expanding and improving county "share-a-ride" programs;
 - b. Promoting ridesharing with county-financed advertising;
 - c. Initiating county financial incentives for employer – provided vanpools;

d. Negotiating with large county employers, in collaboration with county business organizations, to arrange parking privileges or charges so as to favor use of group riding, vanpooling, or public transportation;

e. Negotiating with large county public and private employers in appropriate areas regarding staggered hours, flextime, and other measures to reduce peak traffic load in the area;

f. Encouraging through persuasion and incentives large county employers to provide employee shuttle service;

g. Experimenting with provision of public transportation by the private sector;

h. Initiating or strengthening of public transportation incentives;

i. Developing steps to more fully utilize commuter rail facilities;

j. Increasing and rationalizing fees in parking lots, garages, and on-street meters;

k. Experimenting with discounted parking fees for metro park-and-riders where metro parking is substantially underutilized;

l. Increasing the use of automation on traffic signal segments;

m. Establishing an improved system for expediting clearance of traffic accident scenes, stalled vehicles, and other obstruction to traffic flow;

n. Initiating helicopter evacuation and traffic control service by the Montgomery County Department of Police; and

o. Any other measure calculated to reduce traffic congestion;

(4) An assessment of the approximate effect, on level of service conditions, which could be expected within two (2) years, if those alleviations were begun as soon as possible;

(5) An assessment of the approximate cost range of each of these alleviation measures, for the fiscal year 1986–87, if they were applied as soon as possible to the recommended policy areas;

(6) A recommendation of which of these alleviation measures should be implemented during fiscal year 1986–87;

(7) Any other information which the planning board determines will assist the county council in adopting an effective interim growth policy.

(c) *Duties of the county executive.* The county executive must submit to the county council, with copies made available to the planning board, other agencies and the general public, any recommended revisions in the draft of the planning board, in the form of specific additions or deletions.

(d) *Duties of the county council.*

(1) The county council must:

a. Hold a public hearing on the draft interim growth policy and the executive's revisions;

b. Adopt an interim growth policy, to be effective until the first annual growth policy is adopted, which specifies a specific set of alleviation measures to be implemented during fiscal year 1986–87; and

c. When adopting this interim growth policy, approve, or approve with amendments, the recommendations of the county executive;

(2) The county council may adopt a subsequent resolution, after public hearing, to amend this interim growth policy.

(e) *Dates.* The dates by which the planning board, county executive, and county council must perform their duties under this section will be set by resolution. (1986 L.M.C., ch. 55 § 2.)

Appendix 4:

**Adequate
Public
Facilities
Ordinance**

**(Chapter 50-35(k),
Subdivision of Land
Montgomery County Code,
Adopted April 22, 1986)**

(k) Adequate Public Facilities. A preliminary plan of subdivision must not be approved unless the Planning Board determines that public facilities will be adequate to support and service the area of the proposed subdivision. The applicant shall, at the request of the Planning Board, submit sufficient information and data on the proposed subdivision to demonstrate the expected impact on and use of public facilities by possible uses of said subdivision. Public facilities and services to be examined for adequacy will include roads and public transportation facilities, sewerage and water service, schools, police stations, firehouses, and health clinics.

(1) Periodically the District Council will establish by resolution, after public hearing, guidelines for the determination of the adequacy of public facilities and services. An Annual Growth Policy approved by the County Council may serve this purpose if it contains those guidelines. To provide the basis for the guidelines, the Planning Board and the County Executive must provide information and recommendations to the Council as follows:

a. The Planning Board must prepare an analysis of current growth and the amount of additional growth that can be accommodated by future public facilities and services. The Planning Board must also recommend any changes in preliminary plan approval criteria it finds appropriate in the light of its experience in administering these regulations.

b. The County Executive must comment on the analyses and recommendations of the Planning Board and must recommend criteria for the determination of the adequacy of public facilities as the Executive deems appropriate.

(2) The applicant for a preliminary plan of subdivision must, at the request of the Planning Board, submit sufficient information and data on the proposed subdivision to demonstrate the expected impact on and use of public facilities and services by possible uses of said subdivision.

(3) The Planning Board must submit the preliminary plan of subdivision to the County Executive in addition to the agencies specified in Section 50-35(a).

(4) The Planning Board must consider the recommendations of the County Executive and other agencies in determining the adequacy of public facilities and services in accordance with the guidelines and limitations established by the County Council in its Annual Growth Policy or established by resolution of the District Council after public hearing.

(5) Until such time as the Annual Growth Policy or resolution of the District Council provides guidelines and limitations for the determination of the adequacy of public facilities and services, public facilities may be determined to be adequate to service a tract of land or an affected area when the following conditions are found to exist:

a. The tract or area will be adequately served by roads and public transportation facilities. Said area or tract to be subdivided shall be deemed adequately served by roads and public transportation facilities if, after taking into account traffic

generated by all approved subdivisions and the subject subdivision, the following conditions will be satisfied:

1. For the geographic area in which the proposed subdivision is located, an acceptable average peak-hour level of service will result from:

- i. Existing publicly maintained all-weather roads;
- ii. Additional roads programmed in the current adopted Capital Improvements Program of the County or the Maryland Consolidated Transportation Program, for which 100 percent of the expenditures for construction are estimated to occur in the first four years of the program; and
- iii. Available or programmed public bus, rail, or other public or private form of mass transportation.

2. For intersections or links significantly affected by traffic from the subject subdivision, an acceptable peak hour level of service will result from:

- i. Existing publicly maintained all-weather roads;
- ii. Additional roads identified on the Approved Road Program published by the County Executive; and
- iii. Available or programmed public bus, rail, or other form of mass transportation.

3. For the purposes of subsection 2. above, the County Executive shall publish periodically an Approved Road Program which shall list all roads programmed in the current adopted Capital Improvements Program and the Maryland Consolidated Transportation Program for which:

- i. in the case of the Capital Improvements Program, 100 percent of the funds have been appropriated for construction costs; and
- ii. the County Executive has determined that construction will begin within two years of the effective date of the Approved Road Program.

4. For the purposes of subsection 1. and 3. above, roads required under Section 302 of the Charter to be authorized by law are not considered programmed until they are finally approved in accordance with Section 20-1 of this Code. (#86-4, Ord. #10-71.)

5. Any parcel zoned for light industrial use (I-1) which has been in reservation for public use pursuant to action of the Montgomery County Planning Board at any time since June 1, 1981, and which has not changed in size or shape since

June 1, 1958, will not be subject to the above subsection (a) if a preliminary plan was submitted prior to June 1, 1981. (#85-4, Ord. #10-60.)

b. The tract or area has adequate sewerage and water service.

1. For a subdivision dependent upon public sewerage and water systems:

i. Said area or tract to be subdivided shall be deemed to have adequate sewerage and water service if located within an area in which water and sewer service is presently available, under construction, or designated by the County Council for extension of water and sewer service within the first two years of a current approved Ten-Year Water and Sewerage Plan.

ii. If said area or tract to be subdivided is not situated within an area designated for service within the first two years of a current approved Ten-Year Water and Sewerage Plan, but is within the last eight years of such plan, it shall be deemed to have adequate water and sewerage service if the applicant provides community sewerage and/or water systems as set forth in Section 387C of Article 43 of the Annotated Code of Maryland provided the installation of such facilities shall have been approved by the State Department of Health and Mental Hygiene, the Washington Suburban Sanitary Commission, the County Department of Environmental Protection, and the Montgomery County Council.

2. For a subdivision dependent upon the use of septic systems: Said area or tract to be subdivided shall be deemed to have adequate sewerage service if development with the use of septic systems is in accordance with Section 50-27, or regulations published by the Maryland State Department of Health and Mental Hygiene pursuant to Article 43, Annotated Code of Maryland, whichever imposes the greater or more stringent requirement.

3. In its determination of the adequacy of sewerage or water service, the Planning Board shall consider the recommendation of the Washington Suburban Sanitary Commission, the capacity of trunk lines and sewerage treatment facilities and any other information presented.

c. The tract or area is so situated as not to involve danger or injury to health, safety or general welfare. Such danger or injury may be deemed not to exist:

1. When physical facilities, such as police stations, firehouses and health clinics, in the service area for the preliminary subdivision plan are currently adequate or are scheduled in an adopted Capital Improvements Program in accordance with the applicable area master plan or General Plan to provide adequate and timely service to the subdivision; and

2. If adequate public utility services will be available to serve the proposed subdivision; and

3. When, in the case of schools, the capacity and service areas are found to be adequate according to a methodology set forth in a resolution adopted by the District Council after public hearing; provided, however, that until such resolution by the District Council takes effect, the Planning Board shall determine the adequacy of school facilities after considering the recommendations of the Superintendent of Schools. (85-4, Ord. #10-60.)

d. Existing or proposed street access within the tract or area is adequate. Street access may be deemed adequate if the streets:

1. Are adequate to serve or accommodate emergency vehicles,
2. Will permit the installation of public utilities and other public services,
3. Are not detrimental and would not result in the inability to develop adjacent lands in conformity with sound planning practices, and
4. Will not cause existing street patterns to be fragmented.

(6) For a proposed subdivision located in a transportation management district designated under Chapter 42A, Article II, if the Planning Board determines, under criteria and standards adopted by the County Council, that additional transportation facilities or traffic alleviation measures are necessary to ensure that public transportation facilities will be adequate to serve the proposed subdivision, the subdivision plan may not be approved unless approval is subject to the execution of a traffic mitigation agreement. (#87-1, Ord. #11-18.)

(7) Exemptions. Places of worship and residences for staff, parish halls, and additions to schools associated with places of worship, are not subject to the provisions of section 50-35(k), adequate public facilities. (#85-4, Ord. #10-60; #86- 4, Ord. #10-71.)

(l) Relation to Master Plan. In determining the acceptability of the preliminary plan submitted under the provisions of this chapter, the Planning Board must consider the applicable master plan. A preliminary plan must substantially conform to the applicable master plan, including maps and text, unless the Planning Board finds that events have occurred to render the relevant master plan recommendation no longer appropriate. (#87-1, Ord. #11-28.)

Appendix 5:

**Definitions
And Key
Variables**

DEFINITIONS AND ASSIGNED VALUES FOR KEY VARIABLE ASSUMPTIONS

Determining the impact of future development requires a number of assumptions to be made. The assumptions made about certain key variables constitute important points of leverage within the various statistical and computerized modeling processes. Alternative assumptions for these variables would result in a different overall assessment of the impacts of future development. While the assumptions used herein are by all evidence both reasonable and appropriate, there is some room for variation. All of the numbers used have ranges of fluctuation around them which are experienced in the real world. Any point within the range of real experience can be taken depending upon the risk one is willing to accept that the simulation model will no longer reflect reality as well.

The following is a simple expression of those key definitions and assumptions: what is being used; how the assumption is used in the modeling process; and the impacts of changing those assumptions in terms of the modeling process.

ADEQUATE PUBLIC FACILITY ORDINANCE (APFO): Chapter 50, Section 35(k) of the Subdivision Ordinance requires the Planning Board to make a finding that existing or programmed public facilities are adequate before they can approve a preliminary plan of subdivision.

APPROVED ROAD PROGRAM (ARP): The County Executive shall publish periodically an Approved Road Program which shall list all roads programmed in the current adopted CIP and the Maryland CTP for which: (A) in the case of the CIP, 100 percent of the estimated expenditures for construction costs have been appropriated; and (B) the County Executive has determined that construction will begin within two years of the effective date of the Approved Road Program. Roads required under Section 302 of the charter to be authorized by law are not considered programmed until they are finally approved in accordance with Section 20-1 of the Code. The ARP constitutes the list of roads which can be used when conducting a Local Area Transportation Review.

AVERAGE DAILY TRAFFIC (ADT): The number of vehicles traveling on a segment of roadway during the 24 hours of an average weekday.

CAPITAL IMPROVEMENT PROGRAM (CIP): A document recommended each year by the Montgomery County Executive and adopted by the County Council which contains a six-year program for capital expenditures to expand and renovate Montgomery County's public facilities.

CEILING: See Staging Ceiling.

CONSOLIDATED TRANSPORTATION PROGRAM (CTP): The transportation capital improvements program annually adopted and administered by the State of Maryland. For the purposes of conducting the Annual Growth Policy analysis, the CTP will be considered as being adopted on the last day each year of the session of the Legislature, usually during the second week in April. In the event

there is the possibility of a veto of the Legislature's actions by the Governor, then the appropriate date of adoption should be the last day that the Governor has to exercise his veto. In the event that the Legislature adds or deletes projects during the legislative session from the annual CTP document published by the MdDOT, usually in January, then official correspondence from the MdDOT acknowledging the intended changes to the CTP constitutes the official amendment. However, in order to use such changes in the Policy Area Review for the Staging Ceilings the correspondence needs to indicate that an added project would have 100 percent of its construction expenditures scheduled by the fourth fiscal year of that CTP. If appropriate, that correspondence can also be the basis of amending the Approved Roads Program.

DEVELOPMENT PIPELINE: This is the amount of future residential and non-residential development which will be subtracted from the adopted staging ceilings. It is measured in the same units as the staging ceilings, jobs, and housing. It shall consist of:

- 1) All building completions since January 1, 1990, and
- 2) The unbuilt portion of the following:
 - a) Preliminary plans that have been approved by the Planning Board,
 - b) WSSC sewer connections for residential projects,
 - c) Public buildings such as schools at the issuance of building permit,
 - d) Preliminary plans approved by the cities of Gaithersburg and Rockville and record plats approved by the Town of Poolesville,
 - e) "Loophole" properties (non-residential development on pre-1982 recorded lots) when the Planning Department signs off on the building permit.

JOBS IN BUILDING: The total estimated number of workers which can be accommodated in non-residential structures. It includes existing workers in addition to workers who could be accommodated in vacant or yet to be built structures. It does not include construction workers or self-employed people working out of residential areas. It is calculated by multiplying a building's gross square footage by a standard ratio of square feet per job.

Job estimates for office buildings were derived from a 1989 study conducted by the Research Division of the Montgomery County Planning Department. Job ratios for the next five categories were derived from a 1984 survey conducted by the Research Division. The job estimates for research and development, church, mini-warehouse, and auto repair are staff decisions. Montgomery County Public Schools provided the job estimates for schools. When the Montgomery County Planning Board limits the number of jobs for a project as a condition of its approval, that job limit is used as the number of jobs that the project adds to the pipeline.

Assuming a greater number of gross square footage per employee would assume a lesser transportation impact for a given square footage of building. It would permit more (non-residential) development to be approved within the staging ceiling.

Square Footage Per Employee Multipliers:

Office/Banks:	225	square feet per job in the Bethesda CBD, Bethesda/Chevy Chase, Kensington/Wheaton, North Bethesda, Silver Spring CBD, and Silver Spring/Takoma Park policy areas (down-county)
	250	square feet per job in all other areas of the County
Medical Offices:	400	square feet per job
Mixed Use Planned Development Zone:	350	square feet per job
Research & Development:	350	square feet per job
Retail:	400	square feet per job
Industrial/Warehouse:	450	square feet per job
Other: (e.g., hospital, hotel, daycare)	500	square feet per job
Church:	5	jobs
Mini-Warehouse:	1	job
Elementary School:	50	jobs
Middle School:	70	jobs
High School:	110	job
Auto Repair with No. Sq.Ft. Available:	1	job per bay

LEVEL OF SERVICE (LOS): A description of the quality of a facility's performance given the demands being placed upon that facility; mostly used in this report in terms of transportation facilities with reference to an A to F quality scale. This is a nationally accepted scale used to describe the quality of traffic flow on roadways and is an indicator of relative degrees of congestion.

LOCAL AREA TRANSPORTATION REVIEW (LATR): The process used to determine if the proposed development will produce excessive local detrimental impact beyond the capacity of existing and programmed public facilities. For the application to roadway facilities, see the detailed guidelines which are published in the Montgomery County Planning Department's report "Alternative Transportation Scenarios and Staging Ceilings." The Planning Board's latest amendments to the Local Area Transportation Review Guidelines, which have been amended through October 4, 1990 are available as a separate publication.

PIPELINE: See Development Pipeline.

POLICY AREA: See Staging Policy Area.

PROGRAMMED FACILITY: A capital facility project which is contained within the adopted County Capital Improvements Program, the State Consolidated Transportation Program, or program of Rockville or Gaithersburg, such that 100 percent of the expenditures for construction or operation are estimated to occur within the first four years of the applicable program. Where such road project either crosses several policy areas or will be built over a period of time in identifiable segments, the appropriate sections will be identified by the Planning Board to: (1) locate the segments in the appropriate policy areas, and (2) specify whether the segments meet the basic criteria for a programmed facility.

RECORD PLAT: A preliminary plan of subdivision which has been approved for recordation by the Montgomery County Planning Board or is already a recorded plat in the official Montgomery County land records.

SCHOOL CAPACITY ANALYSIS:

A) School Capacity

For Annual Growth Policy purposes, school capacity is measured as 110 percent of Council funded program capacity which includes space allocations for the regular program as well as special programs (i.e., special education and head start). This capacity measure does not count relocatable classrooms in computing a school's permanent capacity. Based on the approved FY 90-95 Capital Improvements Program, the Council funded regular program capacity is a class size of 25 for grades 1-6, 44 for half day kindergarten where it is currently provided, 22 for all day kindergarten where it is currently provided, and an effective class size of 22.5 for secondary grades.

B) School Enrollment Forecasts

MCPS projections are prepared in the fall of every year and are made for each of the upcoming six years and for two later years beyond the sixth year (in this year's forecast, these years are 1995 and 2000). The actual September enrollment at each school is used as the base on which the projections are developed and are used in the Planning Board draft AGP in it's school analysis tables.

MCPS uses the cohort survivorship model to forecast future enrollment. This method is used widely throughout the country and stands out as the most practical and consistently accurate forecasting approach. The cohort survivorship model, as applied by MCPS planners, involves the calculation of the number of students that can be expected in a particular grade at a future date, given the number of students now enrolled in the prior grade. Judgments are made about past trends and about in-migration, program changes, transfers in and out of the school service area, and other miscellaneous factors. Through the tracking of subdivision construction, student yields from subdivisions are applied to expected enrollment. Beyond the time of known subdivision and building activity, MCPS planners rely on forecasts

prepared by the Montgomery County Planning Department and their demographic model of County population up to 20 years in the future.

One of the most difficult components of the enrollment forecast is predicting kindergarten enrollment. MCPS planners review records of resident births compiled by the Maryland Center for Health Statistics. Births in nearby jurisdictions to mothers who reside in Montgomery County are included in these records. Birth data is at both the Countywide level and the Census tract level. For the small geographic level of an elementary school service area, birth data is not available. Also adding to the difficulty in forecasting is the common occurrence of families moving after a child is born, but before the child enrolls in school.

C) De Minimis Development for Schools

De Minimis development is that which will have minor school impacts. The County's policy is to avoid over regulating low impact development. For public school analysis purposes, the Planning Board can approve a preliminary plan of 10 or fewer single-family units, 17 or fewer townhouses, or 40 or fewer apartment units even if there has been a legislative determination that a geographic area does not have adequate public school capacity.

STAGING POLICY AREA: A geographic subarea of the County, delineated by the Planning Board, as adopted by the Council in the Annual Growth Policy for the purpose of staging analysis and the establishment of transportation staging ceiling capacities as appropriate. (See Map 1.)

STAGING CEILING: A total amount of development expressed in terms of housing units and jobs that has been determined by the Montgomery County Council to be balanced appropriately, on the basis of an areawide average, with the existing and programmed transportation facilities for the area.

Housing units may be single-family detached, single-family attached, garden apartments, and high rises. Each housing unit is counted as one unit.

TRANSPORTATION CAPACITY ANALYSIS - POLICY AREAS:

A) Average Level of Service

In the determination of an acceptable level of service (LOS) for each policy area, a measure of the average level of service is used. This is a weighted index of the traffic congestion level for a policy area. The index is calculated by estimating the average AM peak hour traffic congestion level experienced or projected for each link of roadway in each policy area, weighting it by the total amount travel on each link (expressed in vehicle-miles of travel), and then calculating the weighted average. Adjustments to the simulated AM peak hour average LOS are made, based on observed data, to account for differences between AM and

PM peak hour conditions. The average peak hour LOS is a key factor influencing the establishment of policy area ceilings.

The County Council sets the Silver Spring CBD staging ceiling separately, based on an analysis of factors including the critical intersections and average LOS in the surrounding policy area, total evening peak hour outbound trips, and the effects of a Transportation Management District.

B) Roadway Capacity

The hourly roadway capacity is a key variable in the transportation model which is used to evaluate alternative staging ceilings. The hourly roadway capacities used in the current transportation modeling process vary by route type, location (urban/suburban/rural), and roadway geometry. The following presents the range of capacities used in the model for various roadways in the Montgomery County network. The higher the values of the capacities, the greater the amount of development which would be approved. Further work needs to be done to better account for intersection capacities, traffic signal interconnections and to relate to recently observed speed and delay data.

<u>Route Type</u>	<u>Range in Vehicles per Hour per Lane at Level of Service E</u>
Expressways	1,800 to 2,000
Major Arterials	1,000 to 1,500
Minor Arterials & Collectors	600 to 1,000

C) Peak Hour Trip Table Splitting Factors

The Planning Department developed a new procedure of splitting the peak hour trip table for application, along with the new EMME/2 traffic model. Please refer to the appropriate section on modeling peak hour traffic, in the chapter describing the traffic modeling in the accompanying report on "Alternative Transportation Scenarios and Staging Ceilings." This new procedure generally has replaced the peak hour factor approach used with the previous TRIMS model. Rough initial factors for splitting daily trip tables to produce AM peak hour trips were estimated from COG data as follows:

1)	Home-Based Work Trips	19%
2)	Home-Based Other Trips	3%
3)	Home-Based Shop Trips	1%
4)	Non-Home Based Trips	3%

The home-based work trip percentage was adjusted uniquely for each zone by factors related to household density at the origin end and employment density at the destination end of the

trip. The resulting possible percentages of home-based work trips which can occur in the AM peak hour ranges from 12 percent to 27 percent. However, the typical values used in the FY 92 AGP are about 13-14 percent for the Bethesda and Silver Spring CBD's, 16-17 percent for the Kensington-Wheaton area, 20-21 percent for the Gaithersburg area, and 22-23 percent for the Damascus, Poolesville, and Patuxent areas. The lower the amount of these factors, the greater the amount of development which can be approved.

D) Other Variables in the Transportation Model

There are a number of other variables in the EMME/2 transportation model used by Planning Department staff that affect the evaluation of staging ceilings. Numerous factors enter into the model system's trip generation, trip distribution, auto occupancy, and transit mode choice and traffic assignment models. The chapter on transportation modeling in the accompanying report on "Alternative Transportation Scenarios and Staging Ceilings," presents information on many of these specific factors. The report was last published in December, 1987 and an update is scheduled for 1990.

One other key variable affecting the transportation analysis is in the land use assumed for the other jurisdictions in the Washington Metropolitan Region for the purposes of assigning traffic through Montgomery County to and from those locations. In general, the Planning Department has used the COG Round 4 Intermediate Cooperative Forecast for 1995.

E) Transit Availability

A number of factors, including those shown in Chart 1 are used to evaluate the transit availability within a policy area and to thus establish its appropriate level of service standard for traffic congestion. These factors include the percentage of housing and employment within walking distance of public transportation, the average frequency of bus and train service, the number of park-and-ride and secure bicycle parking spaces at transit stops, the relative coverage of the policy area by sidewalks and bicycle paths or lanes, the share of access trips to metro stations made by foot, bicycle, or bus, and the non-auto driver mode share for work trips to and from the area. These factors are defined and discussed in greater detail in supporting documentation to the FY 92 Staff Draft AGP.

F) De Minimis Development for Transportation

De Minimis development is that which will have minor traffic impacts. This policy defines De Minimis development for transportation analysis purposes, as that which would produce fewer than 10 peak hour trips may receive approval of up to 5 peak hour trips within areas exceeding the staging ceiling. The higher these types of limits are set, the greater the amount development that can be approved.

**TRANSPORTATION CAPACITY ANALYSIS - LOCAL AREA TRANSPORTATION
REVIEW (LATR):**

A) Trip Generation

Trip generation rates are the number of vehicle trips to and from a development per unit of development activity. They are used in a simple form in the LATR in order to assess the impact of a particular development on the nearby transportation network. The generation rates are also used, with appropriate modifications for scale effects and trip purpose, within the transportation model for staging ceiling analysis. When so used, they are based on type of trip such as work trips or shopping trips and are set as daily rates, with peak hour trip splitting adjustment factors to convert to hourly rates (see separate discussion).

For Local Area Transportation Review (LATR), the Planning Department uses peak hour trip rates based on studies of sites within Montgomery County for office, fast food restaurants and most retail and residential uses and uses the most recent *Institute of Transportation Engineers Trip Generation Report* where Montgomery County data is not available. In some areas of the County, trip generation rates outside of these ranges are established in the sector plan or through other procedures to reflect higher transit use or some other factor relevant to the area. The applicant has the opportunity to use the rates from a range. This range of rates reflects items such as transit availability, the size of the development relative to the particular land use and the location. These and other rates used in Local Area Transportation Review are currently under study for possible revisions. An amendment to the rates used in the Local Area Transportation Review Guidelines is scheduled for consideration by the Board in the Fall of 1989. Lowering trip generation rates would mean a lesser assumed impact for a given type of development.

<u>Land Use Category</u>	<u>Peak Hour Trip Generation Rates</u>
High Rise Apartments	.4 to .46 trips/housing unit
Townhouses	.48 to .83 trips/housing unit
Garden Apartments	.44 to .48 trips/housing unit
Single-Family	.95 to 1.11 trips/housing unit
General Office	0.69 to 2.24 trips/1000 gross square feet
Shopping Centers	1.70 to 12.36 trips/1000 leasable square feet

B) Acceptable Level of Service (LOS)

Of the variables discussed in the Local Area Transportation Review (LATR) Guidelines, a change in the acceptable LOS would have the largest effect on whether a preliminary plan was determined to be acceptable with regard to APFO. In the policy areas that have established staging ceilings, a LOS of mid-point E is used as the lowest acceptable LOS for LATR. The mid-point LOS E (critical lane volume [CLV] of 1,525) is presumed to be the condition under which the transportation facilities are operating at maximum capacity. This relatively low LOS, used in LATR for specific intersections, is acceptable because of the check related to the staging ceiling, that says on the average the level of service over the area is better than this lower level. If a better local LOS standard is used, less development would be approved.

In the more rural Group I policy areas of the County where staging ceilings are not established, an intersection is presumed to be operating acceptably under LATR if the local LOS is D/E or better. This better LOS is used in these areas since the County has not established staging ceilings in these areas. The better the LOS deemed acceptable, the less the amount of development which will pass Local Area Transportation Review.

If the Council decides to provide for additional development around Metro Stations LATR would have to be modified before development would be able to pass LATR. More discussion on possible ways to modify LATR is available in Chapter III, *FY92 Annual Growth Policy Issues*.

C) Peak Hour Traffic Counts

Peak hour traffic counts for any location vary from day to day, week to week and for seasons of the year. In general, traffic counts made during the summer months should not be used since traffic during this time of year is lower than normal. Traffic counts taken on holidays or the day before or after holidays should not be used due to their non-typical characteristics. Counts that are more than six months old should be adjusted to reflect development that has been completed and occupied since the count was made. Traffic counts older than three years should not be used because of potential changes in traffic patterns and growth in traffic. The Planning Department staff has the right to require new counts to be made if there is reason to believe that a count is flawed.

Appendix 6:

**Advantages and
Disadvantages
of Possible Policy Area
Boundaries for the
Restructuring**

APPENDIX 6

ADVANTAGES AND DISADVANTAGES OF POSSIBLE POLICY AREA BOUNDARIES FOR THE RESTRUCTURING

	ADVANTAGES	DISADVANTAGES
1. THE CITIES OF GAITHERSBURG AND ROCKVILLE. In the FY 89, 90, and 91 Annual Growth Policies, the Council asked the Planning Board to create new policy areas for the cities of Gaithersburg and Rockville. The three alternative boundaries for these areas are:		
a. Use existing city boundaries.	<p>(1) Separates areas governed by County land use regulations from those governed by city regulations.</p> <p>(2) Prevents development projects in the cities from competing with development projects in the County for limited staging ceiling capacity. About 31 percent of the County's current jobs pipeline and 11 percent of the housing pipeline is located within current city boundaries.</p> <p>(3) Provides a simple, consistent decision rule for defining city boundaries.</p>	<p>(1) AGP boundaries may need to be modified periodically as annexations occur.</p> <p>(2) Creates some fragments which are hard to deal with (e.g. Fortune Parc), and some holes which could not be put in any other policy area (e.g., IBM, National Institute of Science and Technology (NIST), London Derry Apartments, Hoyles Addition, and Rosemont.)</p>
b. Use the Maximum Expansion Limits (MEL).	<p>(1) AGP boundaries would not have to be changed every time an annexation occurs.</p> <p>(2) Avoids the problem of having to deal with isolated parcels such as Fortune Parc, which is an area outside the City of Rockville but within Rockville's MEL, and the holes (e.g. IBM, NIST, London Derry Apartments, Hoyles Addition, and Rosemont.)</p>	<p>(1) Does not meet the primary objective of making separate city policy areas in the AGP, which is to separate city regulated land from County regulated land.</p>

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	ADVANTAGES	DISADVANTAGES
b. (Continued)		<p>(2) The cities have annexed some land outside the MEL.</p> <p>(3) The County Council never officially recognized the MELs; the cities initiated the MELs.</p>
c. Use existing city boundaries, except where cities are expected to annex properties in the near future or where County regulated land is totally surrounded by City regulated land (e.g. IBM, NIST, London Derry Apartments, Hoyles Addition, and Rosemont.)	<p>(1) Reduces future policy area boundary changes.</p> <p>(2) Addresses problem of how to deal with fragments and holes.</p>	<p>(1) May be difficult to determine which properties will be annexed in the near future. Who will make this decision?</p> <p>(2) Disregards simple decision rule to follow existing city boundaries.</p>

PLANNING BOARD RECOMMENDATIONS:

Based on this comparison, the Board recommends Alternative C, which is to use existing city boundaries except where parcels are expected to be annexed or where County regulated parcels are completely surrounded by city regulated parcels. Thus, Fortune Parc, IBM, NIST, London Derry Apartments, Hoyles Addition, and Rosemont would be included within the city policy areas. Since the Council will have to adopt a staging ceiling for the city policy areas in any event, the Planning Board would use these numbers in its review of County regulated properties within city policy areas.

ADVANTAGES

DISADVANTAGES

2. THE R & D VILLAGE. This is a fragment of the current Gaithersburg West and Rockville policy areas left after carving out the cities. The three alternatives for this area are:

a. Create a new policy area for the R & D Village.

(1) Allows the Council to set a staging ceiling for this area.

(1) Creates an additional policy area, making the AGP seem more complex. One of the criteria for restructuring is to keep the structure as simple as possible.

(2) Is sensitive to the higher density development pattern of the R & D Village.

(3) Recognizes the area's higher level of transit service and availability when compared to some of its neighboring areas. One of the criteria for restructuring is to minimize differences in transportation characteristics within policy areas.

(4) Smaller areas allow the County to better match the timing of transportation capacity with the staging of development.

(5) It coincides with the geographic area currently eligible for partial cost developer participation in the FY 91 AGP.

(6) It coincides with the R & D Village identified in the Shady Grove Study Area Master Plan.

	ADVANTAGES	DISADVANTAGES
b. Create one policy area for the R & D Village and the area called North Potomac.	(1) Keeps to a minimum the number of policy areas.	<p>(1) The R & D Village will have a higher level of transit service and availability than the North Potomac area.</p> <p>(2) The R & D Village has a different development pattern than the North Potomac area.</p> <p>(3) The combined area of North Potomac and the R & D Village has an awkward U-shape for which it is difficult to measure the average transportation level of service.</p>
c. Make the R & D Village part of the Group I area.	(1) Keeps to a minimum the number of policy areas.	<p>(1) This area, which has a lot of development potential, would not have a staging ceiling, unless the Council started setting staging ceilings for the Group I area.</p> <p>(2) The R & D Village has greater development potential, a different land use pattern, and a much higher level of transit service than other parts of the Group I area.</p>

PLANNING BOARD RECOMMENDATION:

The Planning Board recommends the creation of a new policy area for the R & D Village. This recommendation is consistent with the recommendations of the Shady Grove Study Area Master Plan.

ADVANTAGES

DISADVANTAGES

3. NORTH POTOMAC. This is a fragment of the Gaithersburg West policy area. The four alternatives for this fragment are:

a. Create a new policy area called North Potomac, which includes the remainder of the existing Gaithersburg West policy area other than the R & D Village.

(1) Recognizes that North Potomac probably will have a different level of transit service and availability than the R & D Village and the Group I area.

(1) Creates an additional policy area, making the AGP seem more complex.

(2) May appear to prejudge the question of whether North Potomac should be a separate master plan area.

measure the average transportation level of service.

(3) Recognizes that this area has a higher density development pattern than the Group I areas of Darnestown and Travilah.

(4) Smaller policy areas allow the County to better match the timing of transportation capacity with the staging of development.

	ADVANTAGES	DISADVANTAGES
b. Create a new policy area called North Potomac, add the Travilah Quarry, and modify the southeast boundary to take out some of the rural RE-2 zoned parcels south of Boswell Lane.	<p>(1) Includes the quarry (1-2 zoned parcels) in a policy area where there is a staging ceiling and takes it out of the more rural Group I area of Travilah.</p> <p>(2) Minimizes the amount of RE-2 zoned land in the North Potomac area.</p> <p>(3) Recognizes that this area probably will have a different level of transit service and availability than the R & D Village and the Group I area.</p> <p>(4) Provides a better shape to measure the average transportation level of service.</p> <p>(5) Recognizes that this area has a higher density development pattern and different land uses than the Group I areas of Darnestown and Travilah.</p> <p>(6) Smaller policy areas allow the County to better match the timing of transportation capacity with the staging of development.</p>	<p>(1) Creates an additional policy area, making the AGP seem more complex.</p> <p>(2) Goes against one of the criteria for restructuring, which is to have the restructuring conform to current policy area boundaries where possible, except where more pressing criteria may suggest the need for a change. Involves taking some properties out of and adding others to the Group I area of Travilah.</p> <p>(3) May appear to prejudice the question of whether North Potomac should be a separate master plan area.</p>
c. Create one policy area for the area called North Potomac and the R & D Village.	<p>(1) Keeps to a minimum the number of policy areas.</p>	<p>(1) In the future North Potomac may have a lower level of transit service and availability than the R & D Village as transit improvements are made.</p> <p>(2) North Potomac has a different development pattern than the R & D Village.</p>

	ADVANTAGES	DISADVANTAGES
c. (Continued)		(3) The combined area of North Potomac and the R & D Village has an awkward U-shape for which it is difficult to measure the average transportation level of service.
d. Make the North Potomac area part of the Group I area.	(1) Keeps to a minimum the number of policy areas.	(1) This area would not have a staging ceiling, unless the Council started setting staging ceilings for Group I areas. (2) Ignores the fact that this area has greater development potential, a different land use pattern, and a higher level of transit service than other parts of the Group I areas such as Darnestown and Travilah.

PLANNING BOARD RECOMMENDATION:

The Planning Board recommends the creation of a new policy area called North Potomac which includes the Travilah Quarry and excludes RE-2 zoned parcels south of Boswell Lane, Alternative B.

	ADVANTAGES	DISADVANTAGES
4. MONTGOMERY VILLAGE/AIRPARK. This is a fragment of the current Gaithersburg East policy area left after carving out the City of Gaithersburg. Three alternatives for this area are:		
a. Create a new policy area for Montgomery Village/Airpark.	<p>(1) Allows the Council to set a staging ceiling for Montgomery Village and the Airpark, an area which has significant development potential.</p> <p>(2) Recognizes that the area probably will have a lower level of transit service and availability than the Derwood/Needwood/Washington Grove area and the Shady Grove Metro station area.</p> <p>(3) Recognizes the area's higher level of transit service and availability compared to the Group 1 area.</p> <p>(4) Smaller policy areas allow the County to better match the timing of transportation capacity with the staging of development.</p>	<p>(1) Creates an additional policy area, making the AGP seem more complex.</p>
b. Combine Montgomery Village/Airpark with the Derwood/Needwood/Washington Grove area.	<p>(1) Keeps to a minimum the number of policy areas.</p>	<p>(1) Is insensitive to the variation in the level of transit service and availability throughout the larger area.</p> <p>(2) Provides an awkward shape for which it is difficult to measure the average transportation level of service.</p>

ADVANTAGES

DISADVANTAGES

c. Make Montgomery Village/Airpark part of the Group I areas.

(1) Keeps to a minimum the number of policy areas.

(1) This area would not have a staging ceiling, unless the Council started setting staging ceilings for Group I areas.

(2) This area has a higher level of transit service than other parts of the Group I areas.

(3) The development pattern of this area differs significantly from the low density development pattern of Goshen and Rock Creek, the neighboring Group I areas.

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PLANNING BOARD RECOMMENDATION:

The Board recommends the creation of a new policy area for Montgomery Village and the Airpark, Alternative A.

	ADVANTAGES	DISADVANTAGES
5. DERWOOD/NEEDWOOD/WASHINGTON GROVE. This is a fragment of the Gaithersburg East policy area left after removing the City of Gaithersburg. The four alternatives for this fragment are:		
a. Create a new policy area for Derwood/Needwood/Washington Grove.	<p>(1) Allows the Council to set a staging ceiling for this area.</p> <p>(2) Recognizes that the area probably will have a higher level of transit service and availability than the Montgomery Village/Airpark area.</p> <p>(3) Recognizes that the area has a higher level of transit service and availability than the Group I area.</p> <p>(4) Is sensitive to the differing development pattern of this area compared to the low density development pattern of Rock Creek, the neighboring Group I area.</p> <p>(5) Smaller policy areas allow the County to better match the timing of transportation capacity with the staging of development.</p>	<p>(1) Creates an additional policy area, making the AGP seem more complex.</p>
b. Combine Derwood/Needwood/Washington Grove with Montgomery Village/Airpark.	<p>(1) Keeps to a minimum the number of policy areas.</p>	<p>(1) Is insensitive to the variation in transit service throughout the larger area. Because of the area's proximity to the Shady Grove Metro station, it may have a higher level of transit service than Montgomery Village/Airpark.</p> <p>(2) Provides an awkward shape for which it is difficult to measure the average transportation level of service.</p>

	ADVANTAGES	DISADVANTAGES
c. Make Derwood/Needwood/Washington Grove part of the Group I area.	(1) Keeps to a minimum the number of policy areas.	(1) This area, which has significant development potential, would not have a staging ceiling unless the Council started setting staging ceilings for Group I areas. (2) This area has a much higher level of transit service than other parts of the Group I areas. (3) Does not recognize that the development pattern of this area differs significantly from the low density development pattern of Rock Creek, the neighboring Group I area.
d. Combine Derwood/Needwood/Washington Grove with Rock Creek or part of Rock Creek and adopt a staging ceiling for the combined area.	(1) Enables the County to set a staging ceiling for the Rock Creek area. Rock Creek has been growing rapidly. Its current development pipeline consists of more than 430 housing units and about 1,100 jobs. Most of Rock Creek's pipeline is in traffic zone 312.	(1) Goes against one of the criteria for restructuring, which is to have the restructuring conform to current policy area boundaries where possible, except where more pressing criteria may suggest the need for a change. Involves another policy area change by taking Rock Creek or part of Rock Creek out of the Group I area. (2) Derwood/Needwood/Washington Grove has significantly better transit service than Rock Creek. It would be difficult to have one average transportation level of service standard for these areas.

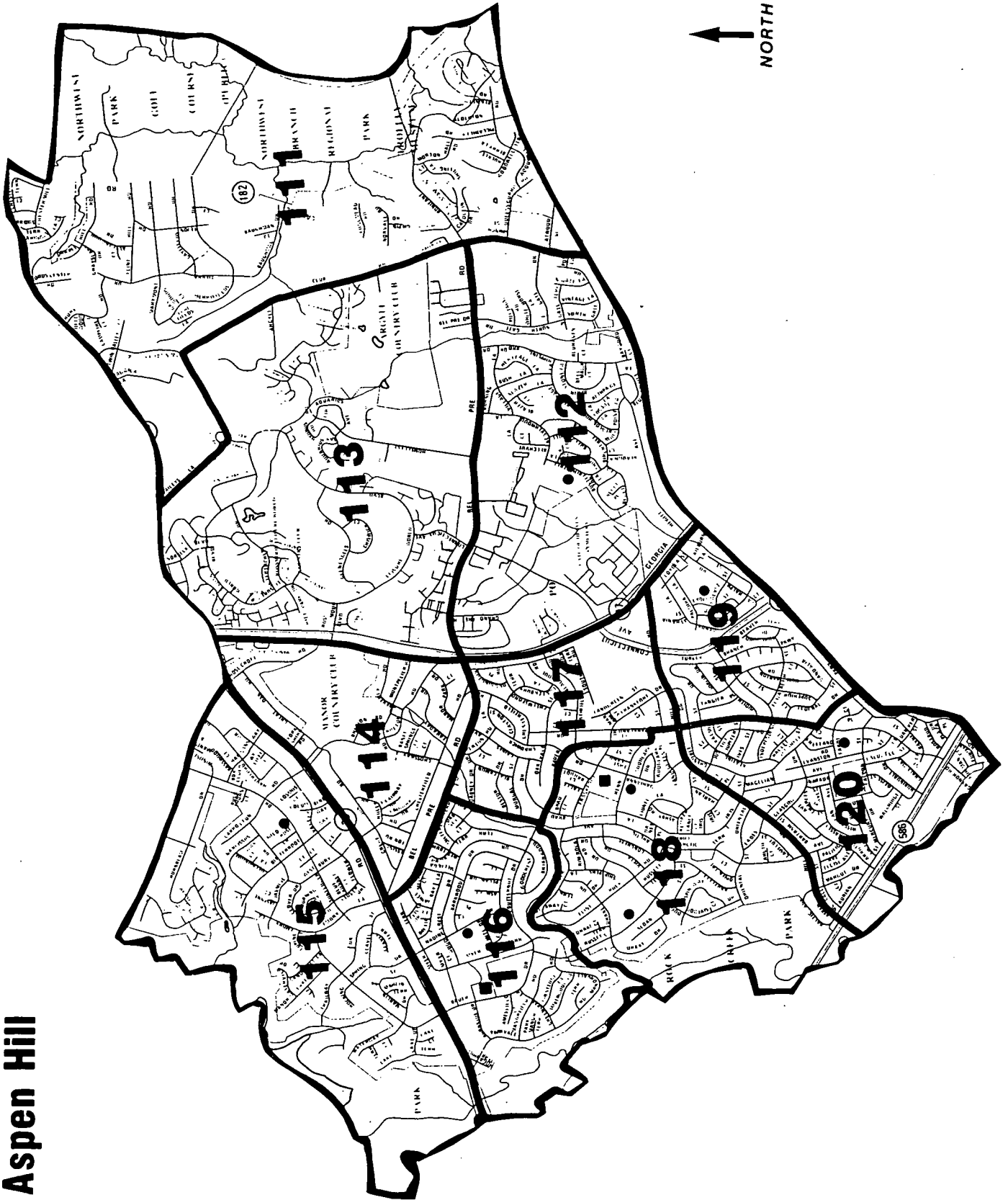
PLANNING BOARD RECOMMENDATION:

The Board recommends Alternative A, the creation of a new policy area for Derwood/Needwood/Washington Grove.

Appendix 7

Policy Area Maps

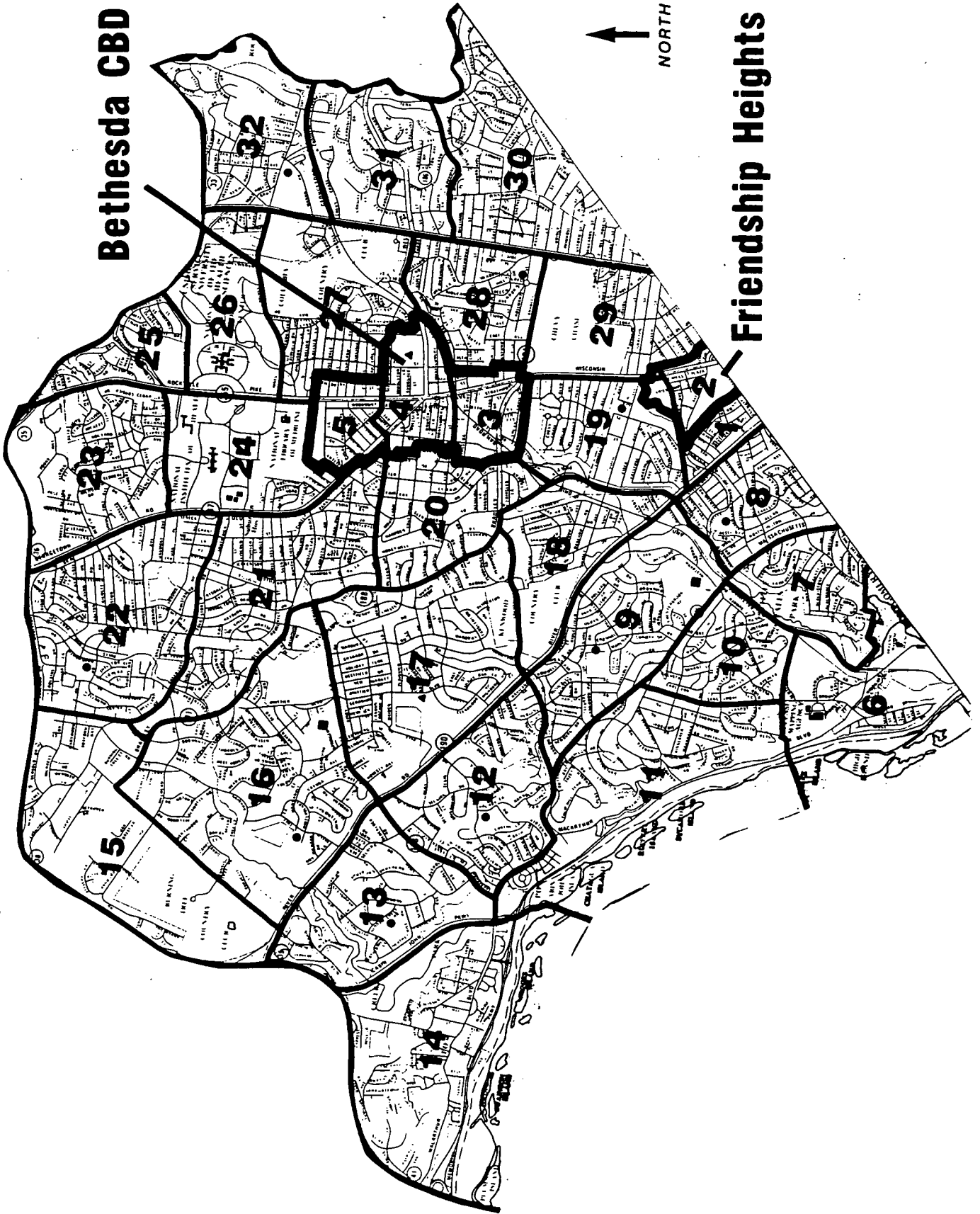
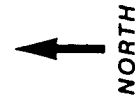
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Bethesda/Chevy Chase

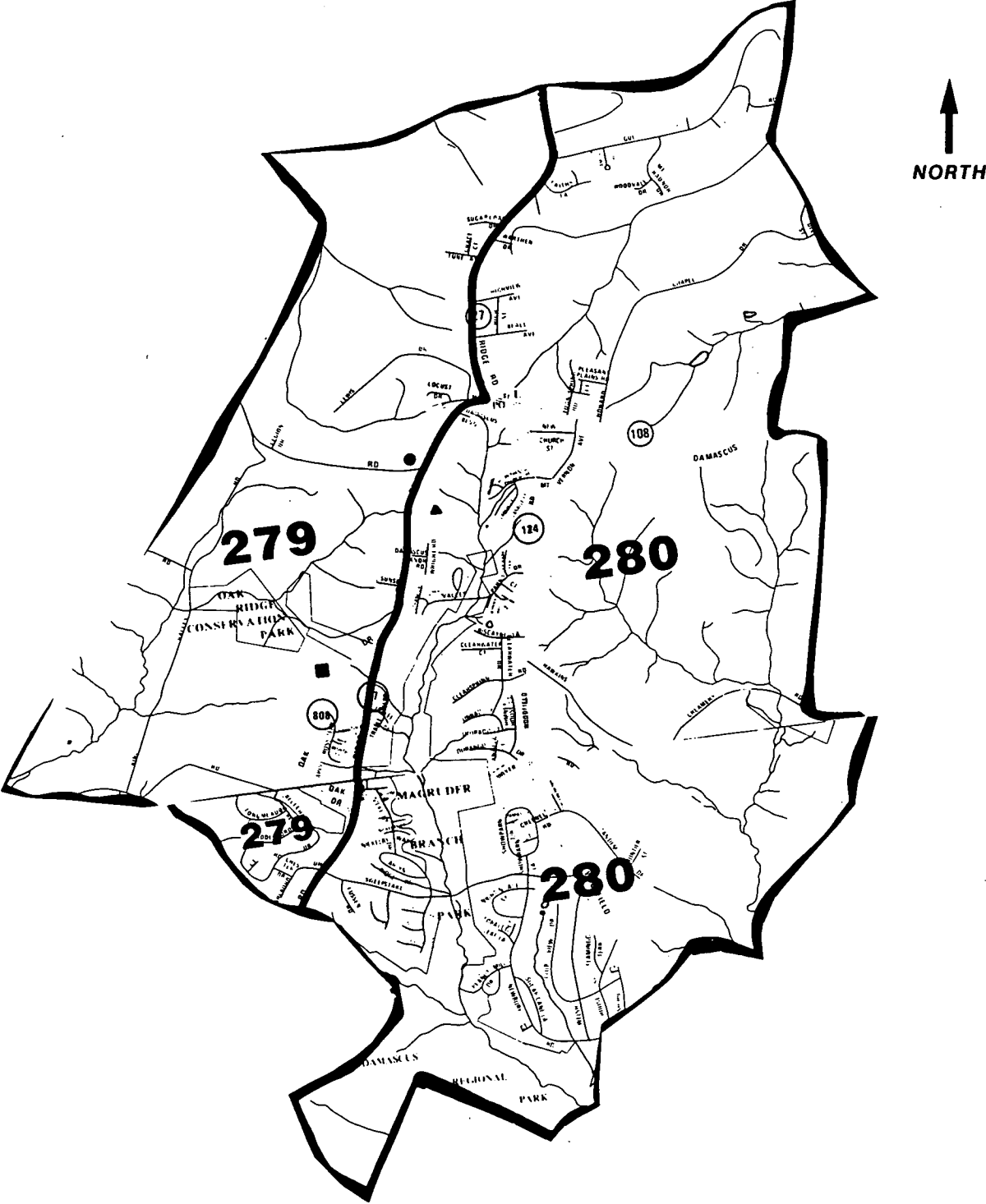
Bethesda CBD

Friendship Heights

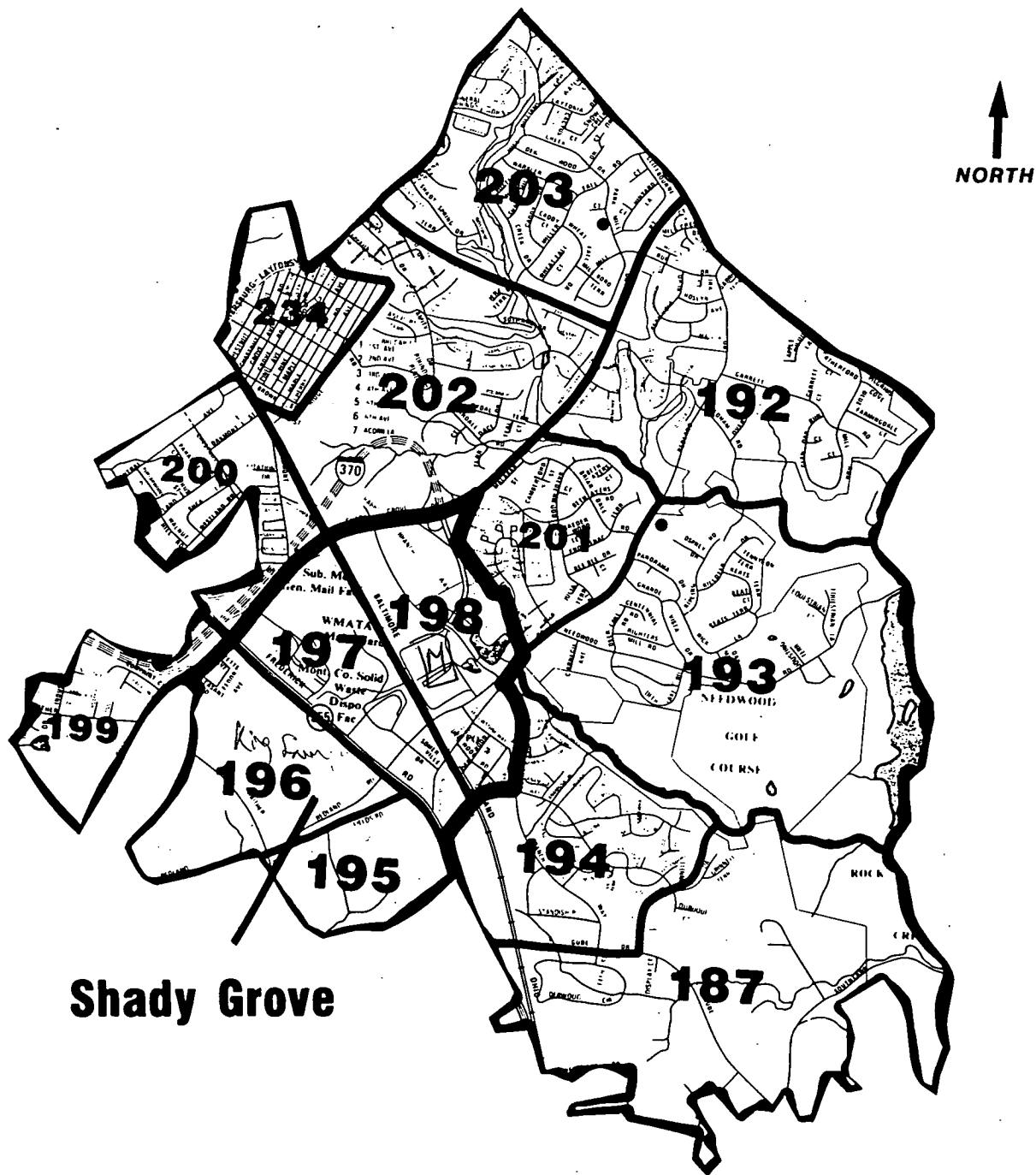


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Damascus

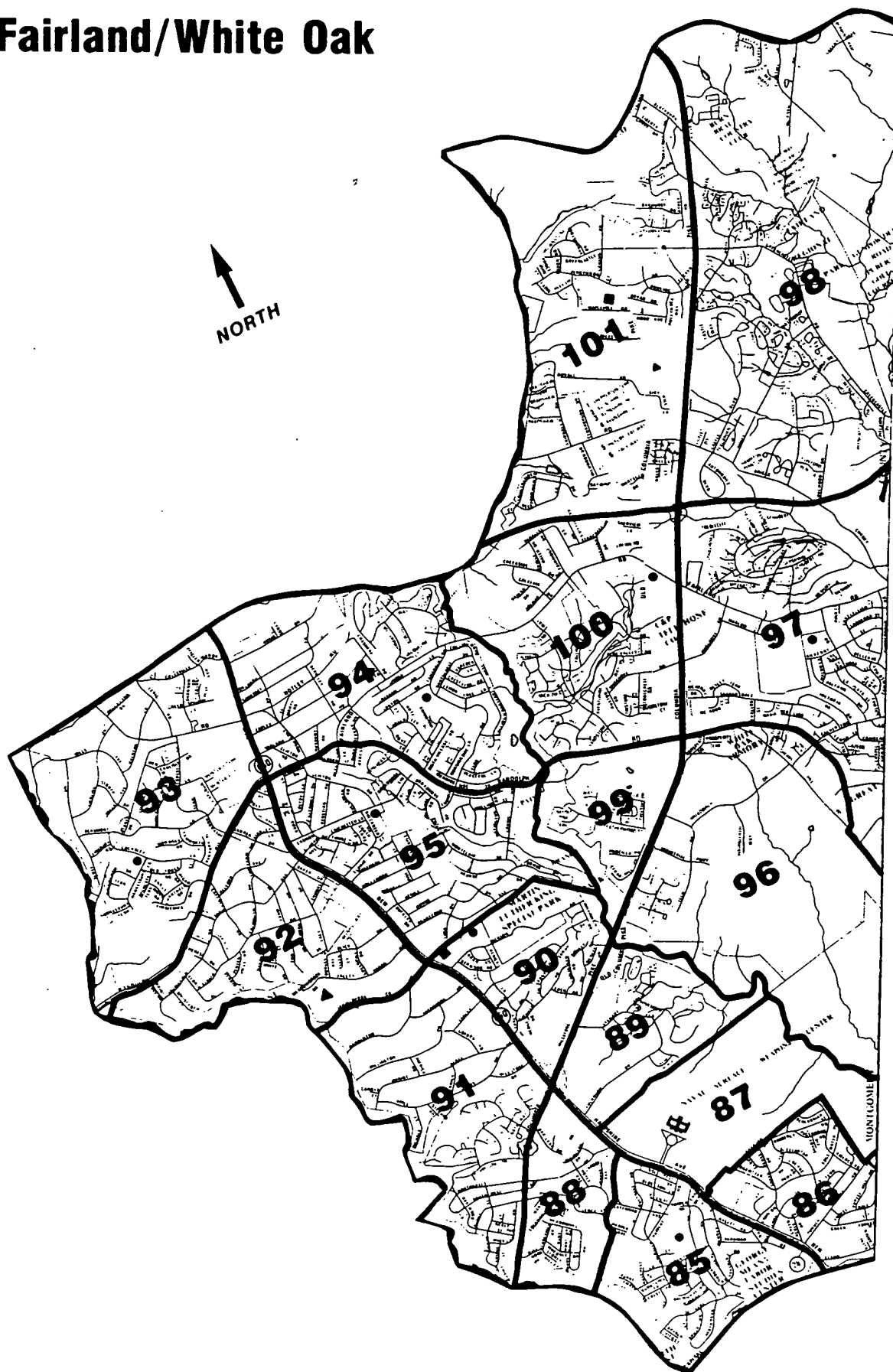


Deerwood/Needwood/Washington Grove

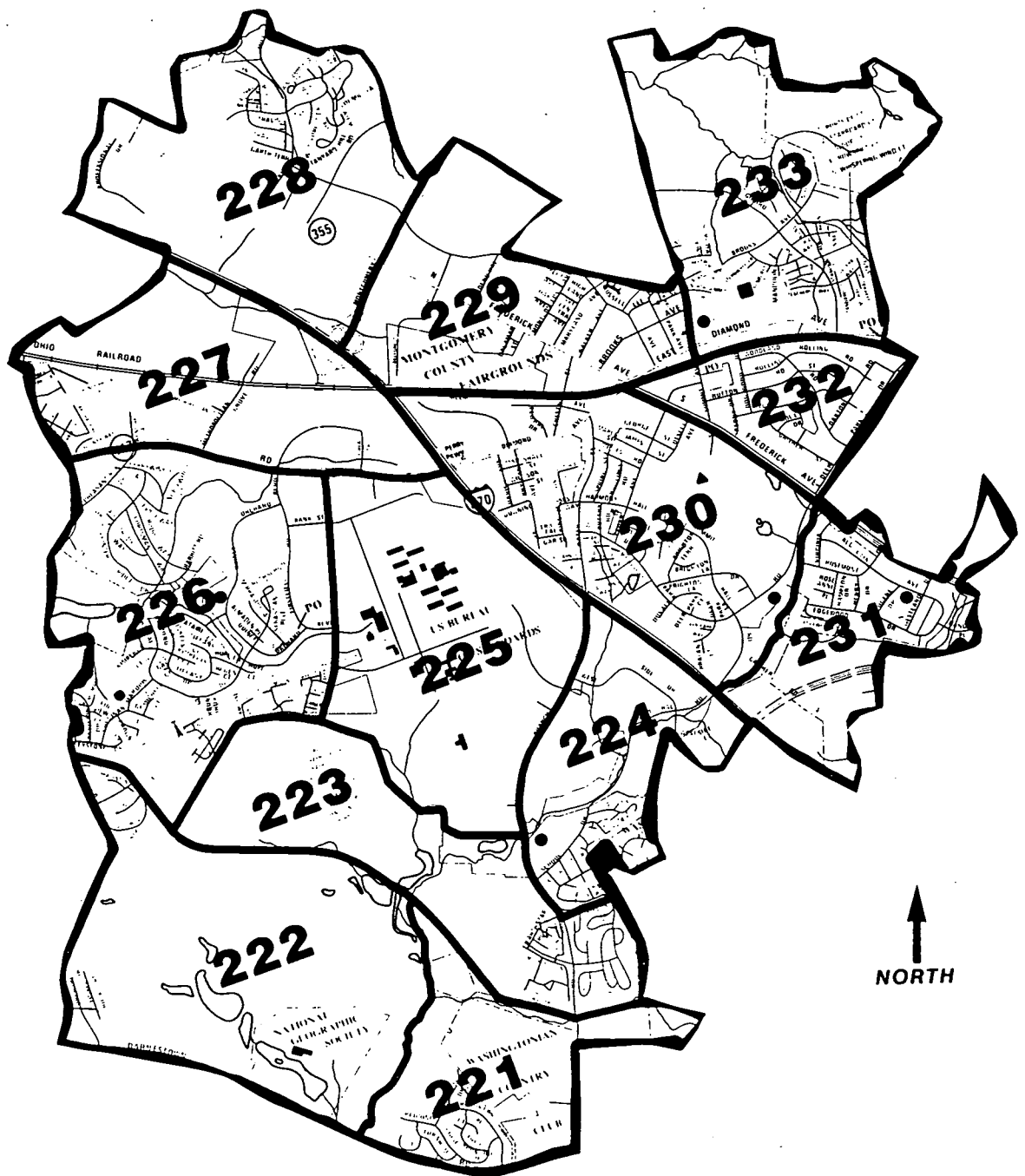


Shady Grove

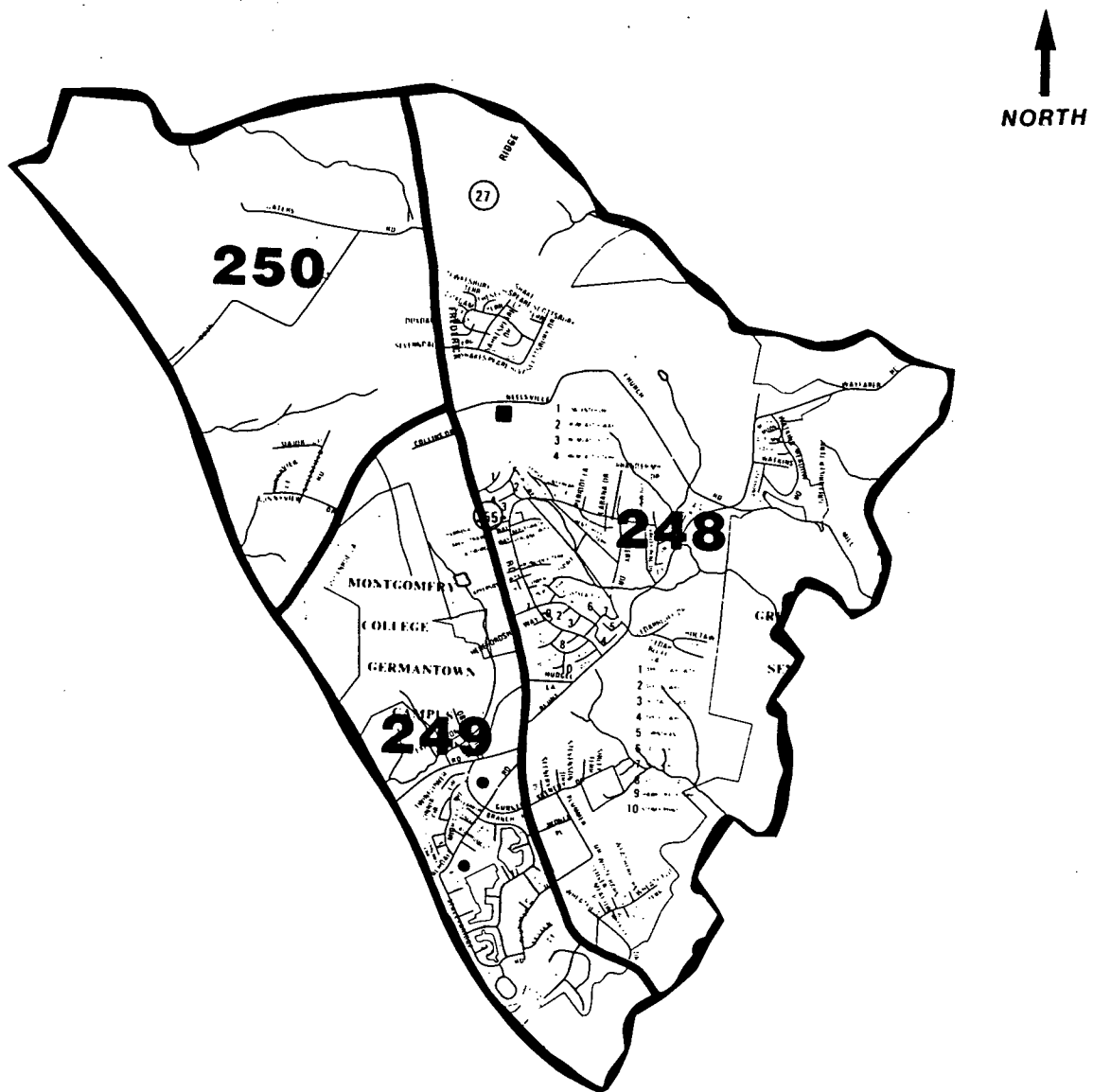
Fairland/White Oak



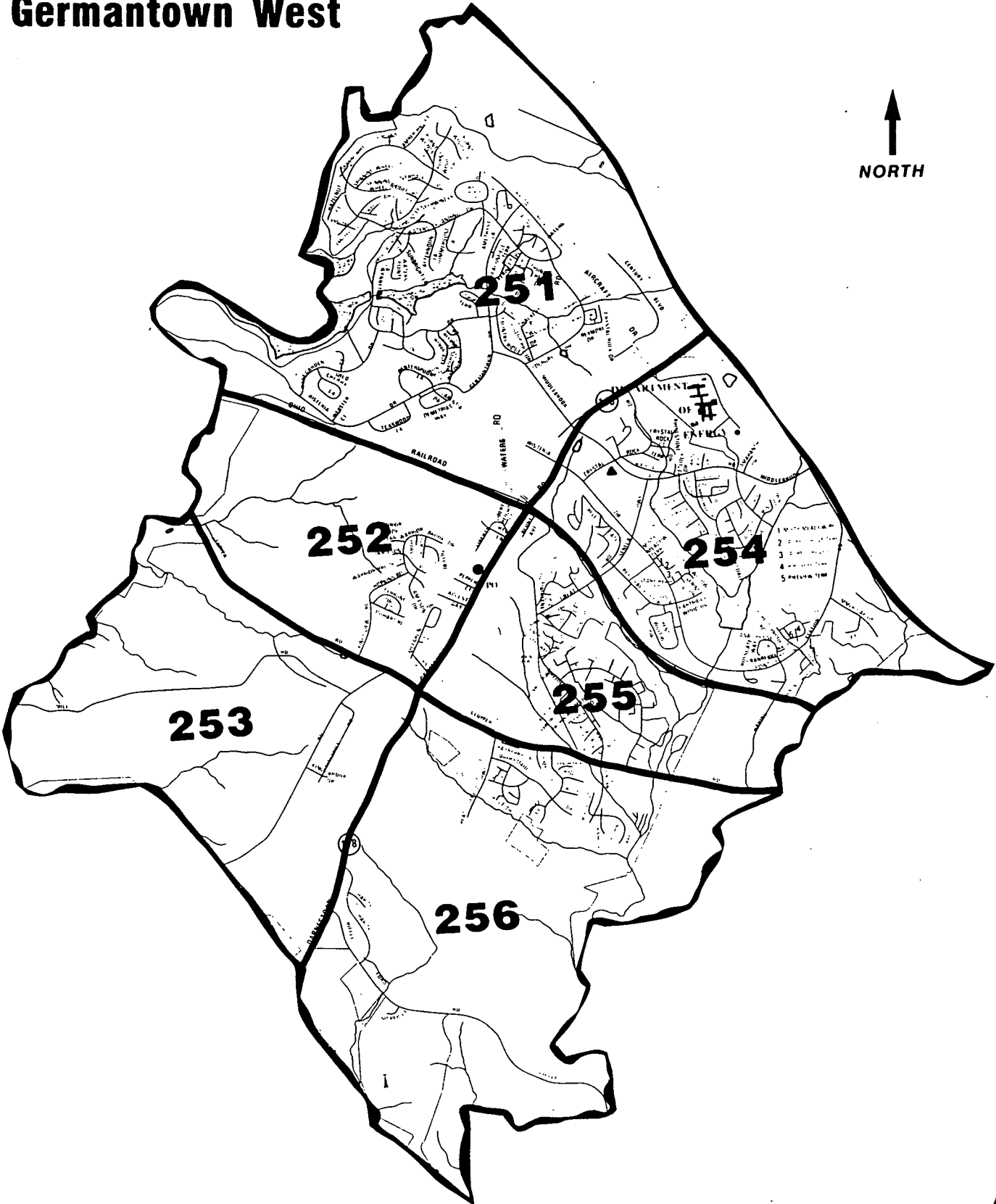
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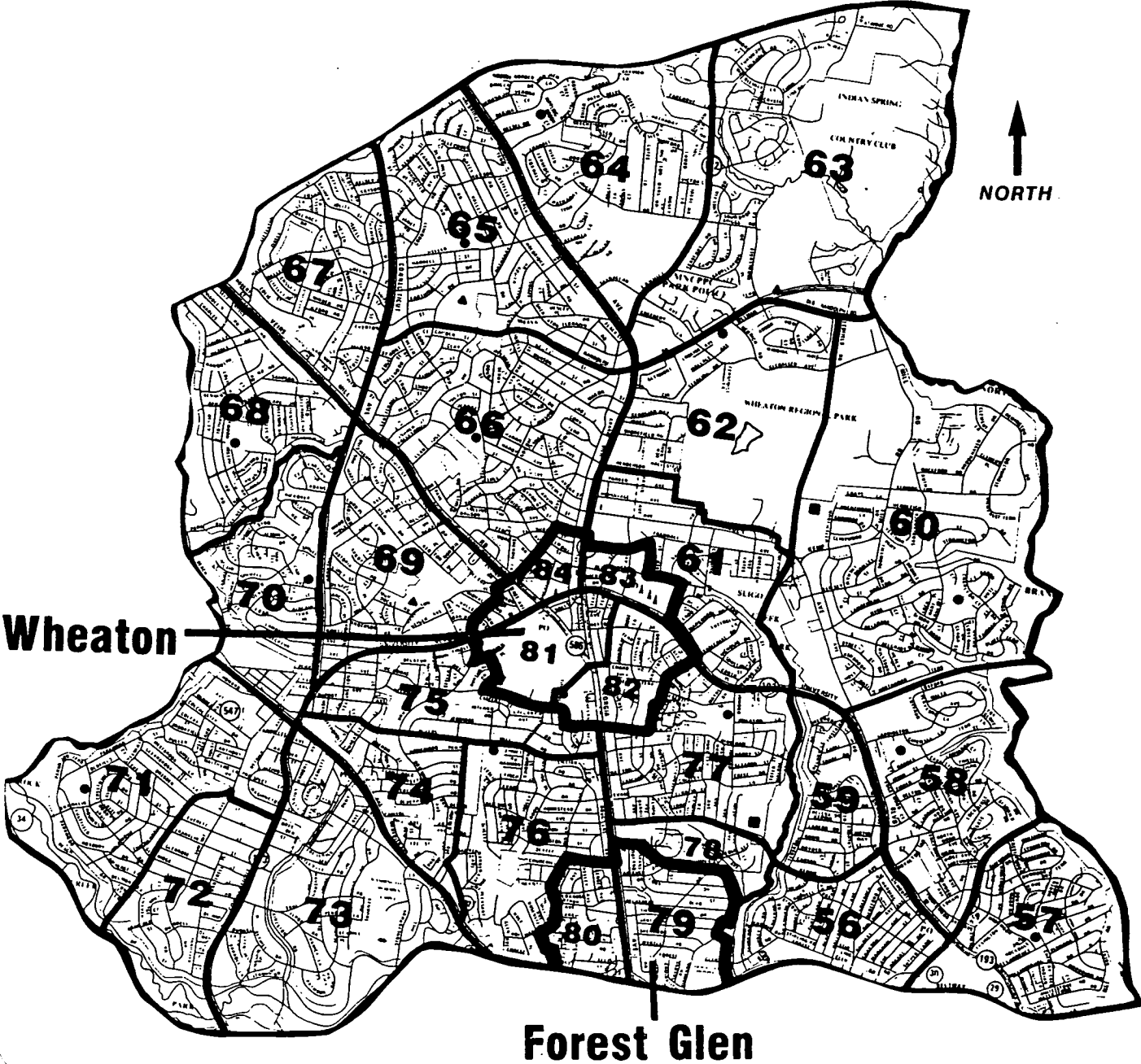
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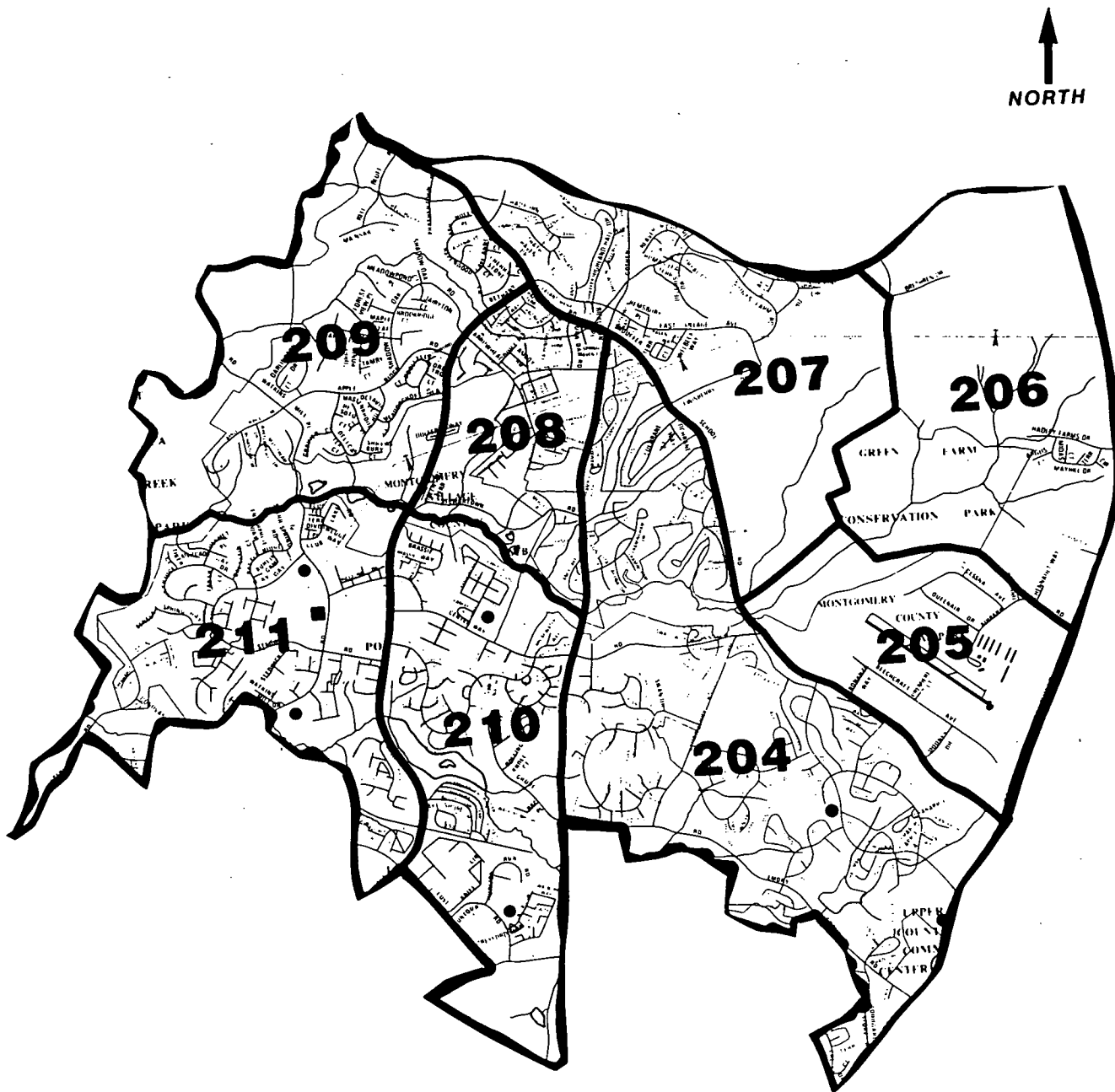
Germantown West



Kensington/Wheaton



Montgomery Village Area/Airpark

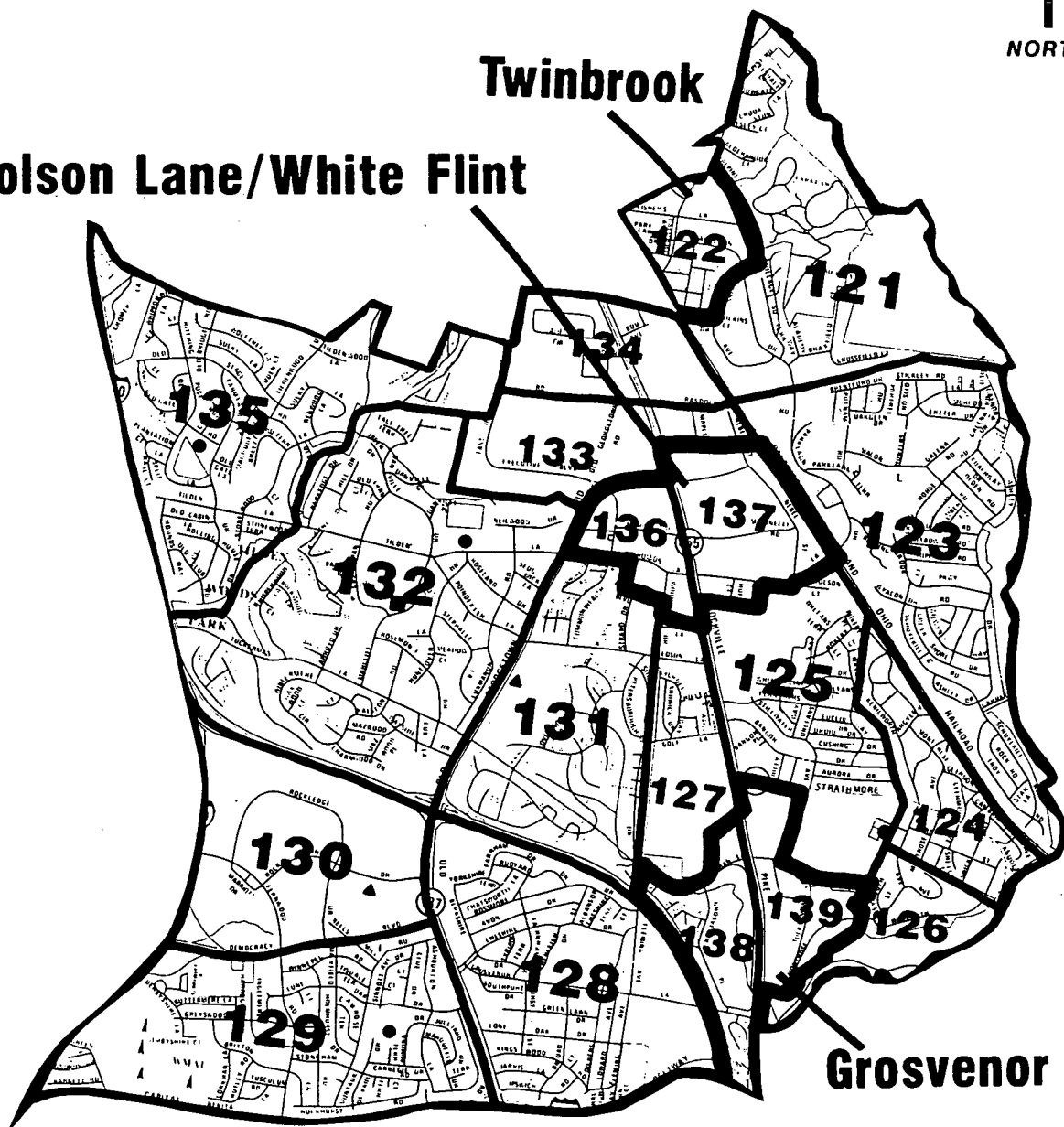


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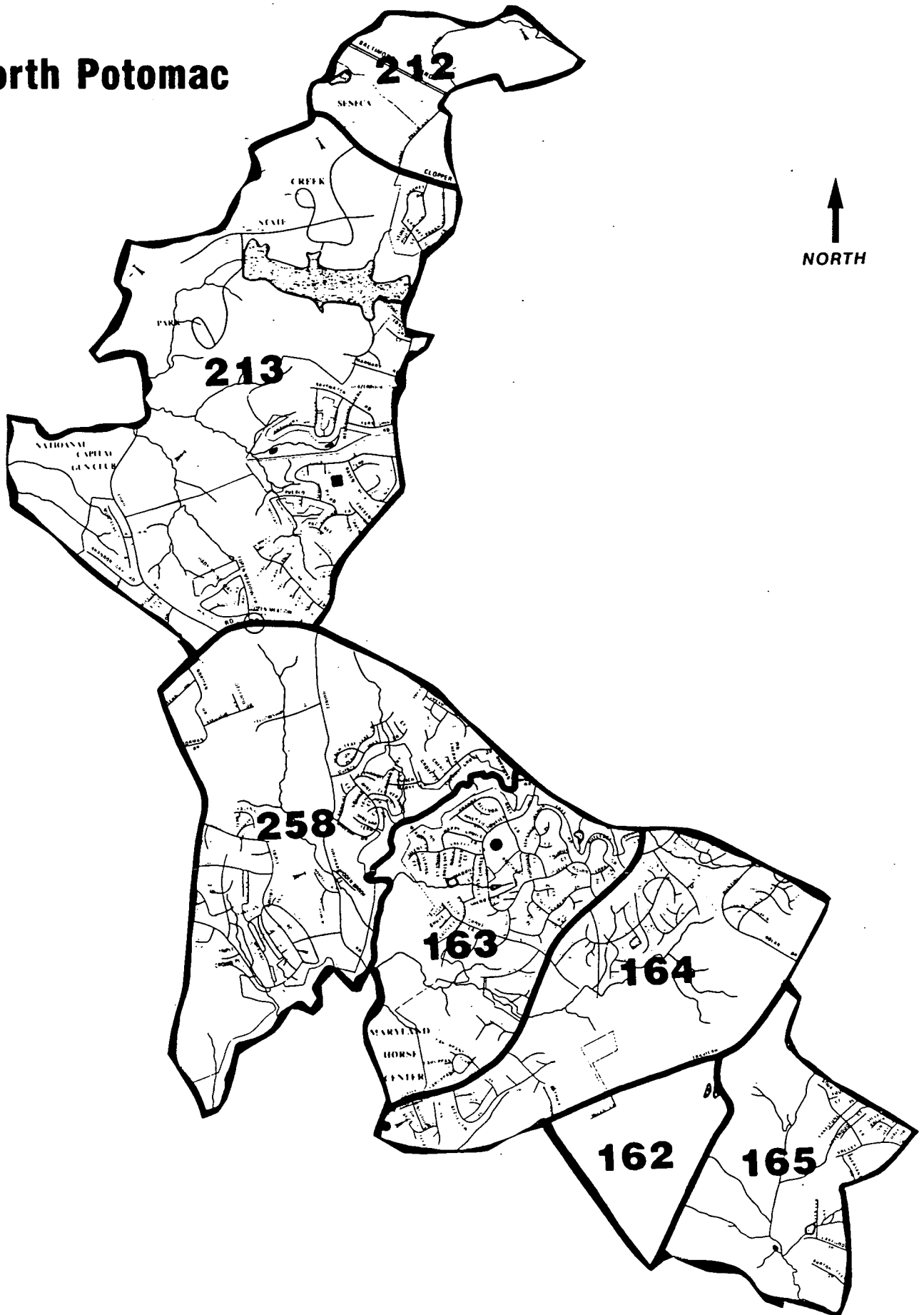
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Nicholson Lane/White Flint

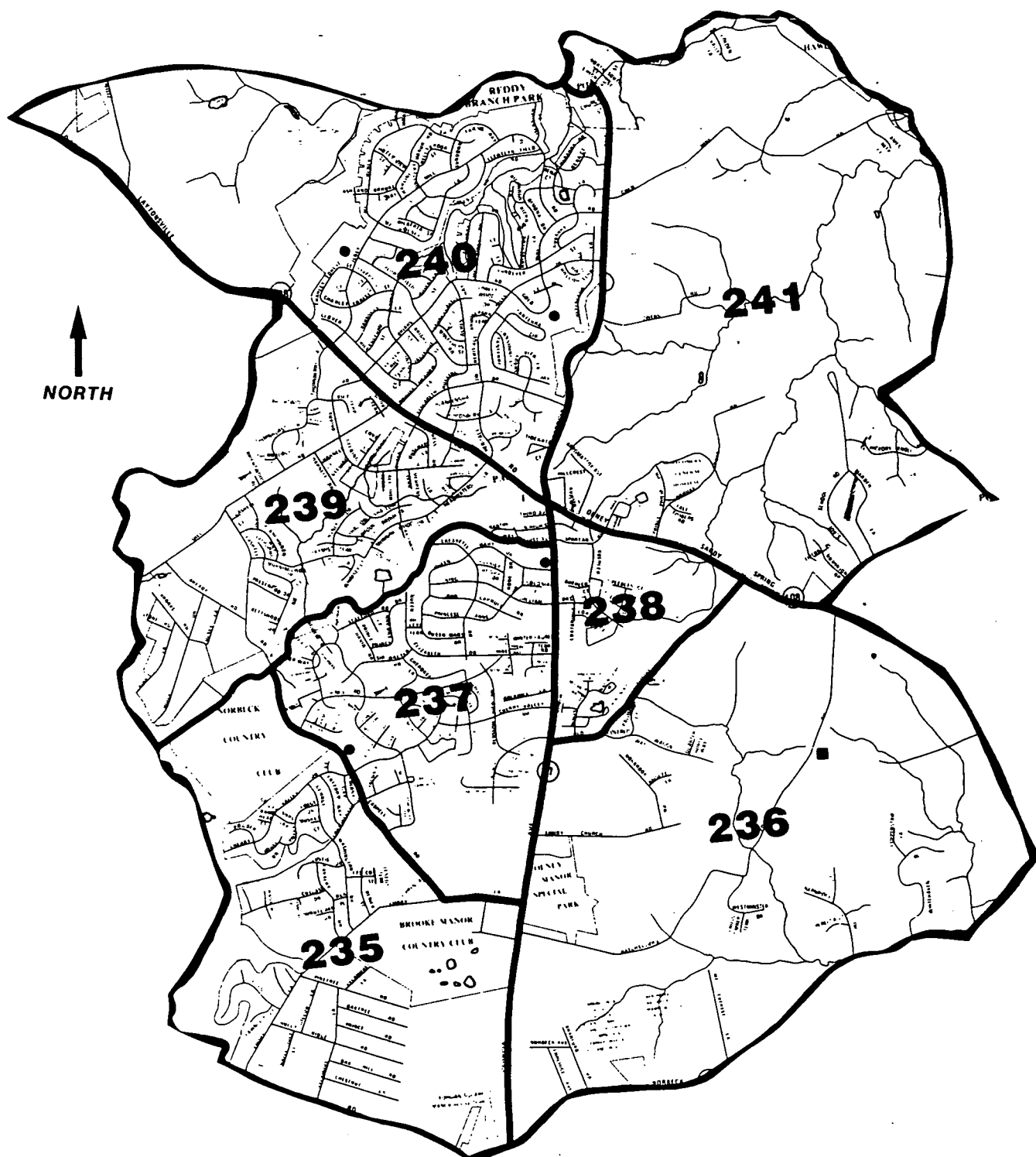


Grosvenor

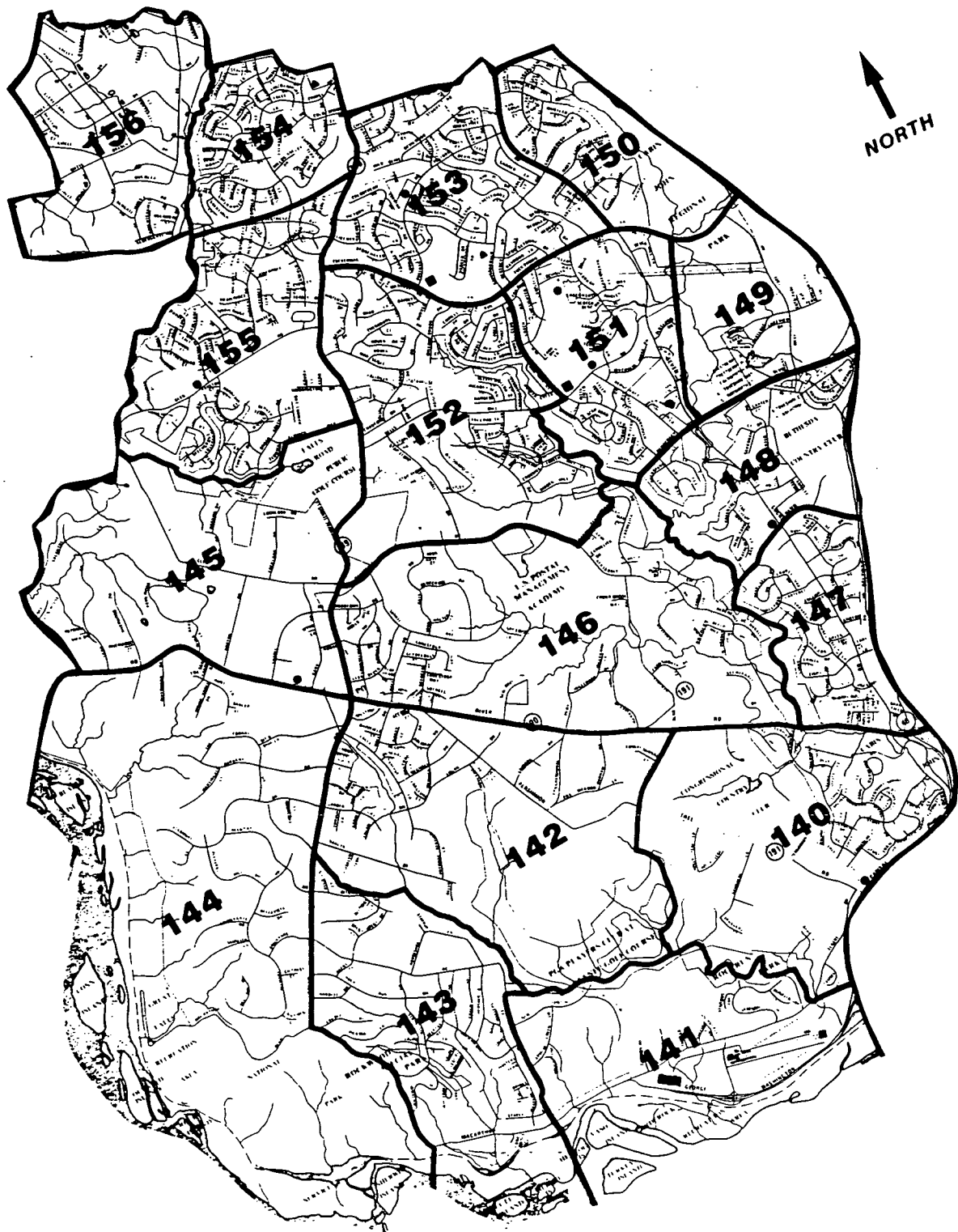
North Potomac



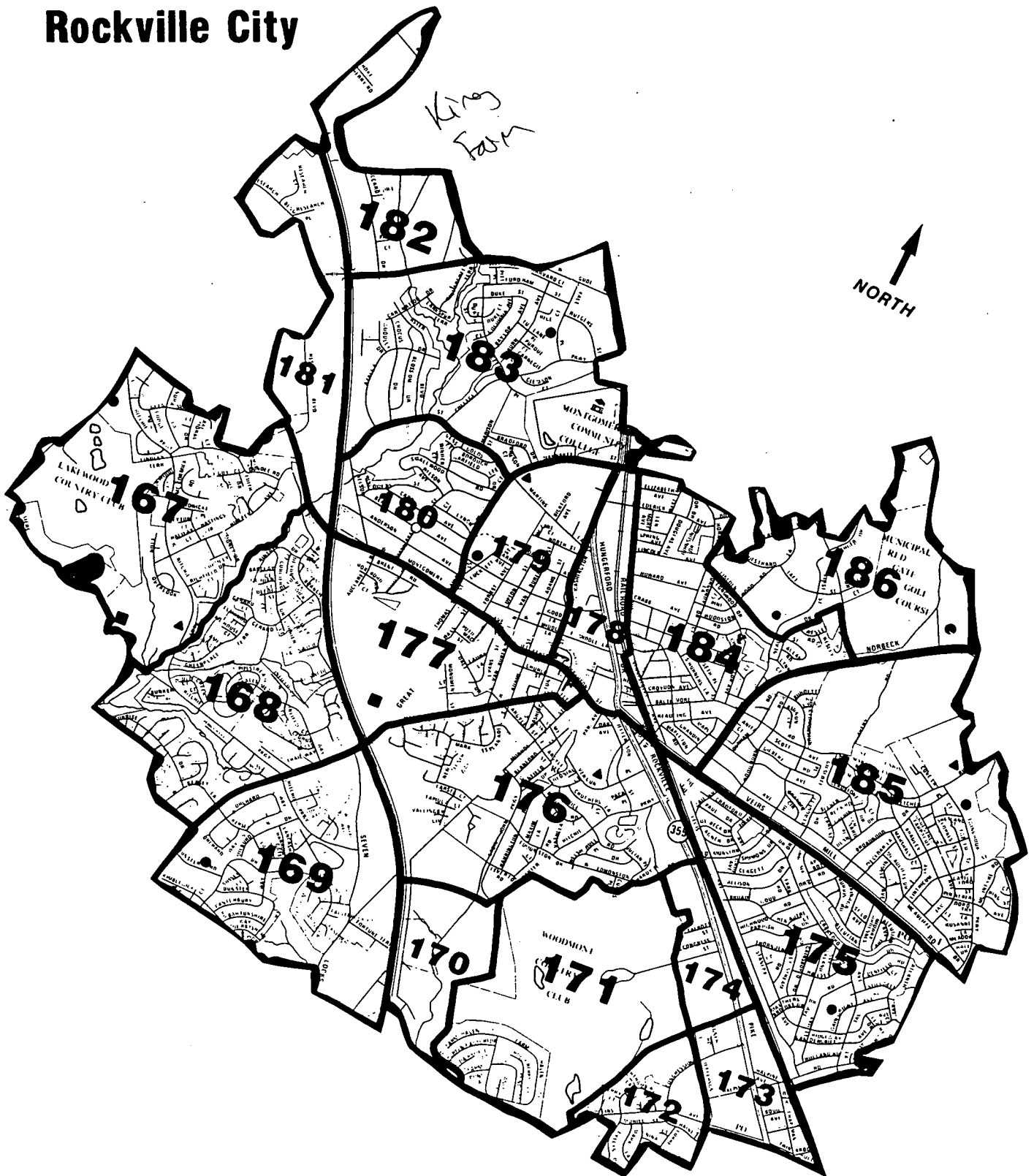
Olney



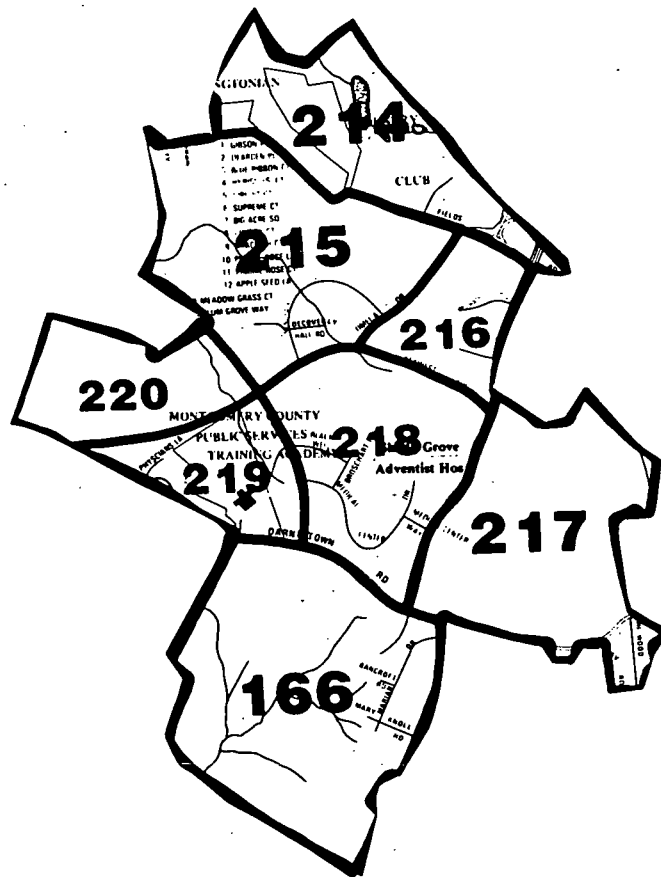
Potomac



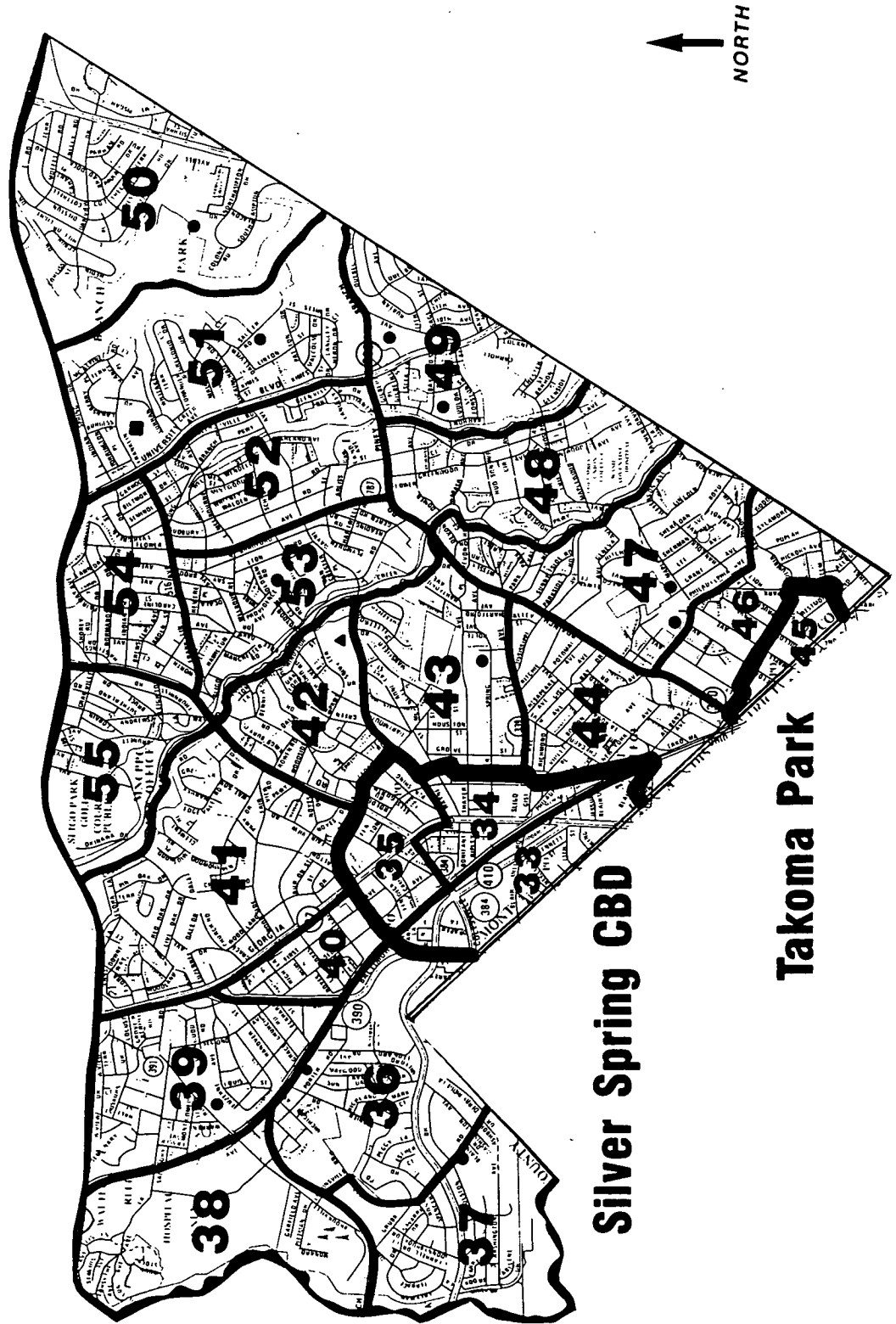
Rockville City



R & D Village



Silver Spring/Takoma Park



Silver Spring CBD

Takoma Park

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